SESSIONAL PAPERS

VOLUME 26

FIFTH SESSION OF THE TWELFTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1915

VOLUME L.

ALPHABETICAL INDEX

TO THE

SESSIONAL PAPERS

OF THE

PARLIAMENT OF CANADA

FIFTH SESSION, TWELFTH PARLIAMENT, 1915.

A

Abercorn, Quebec—*re* number, salaries of employees at Customs port of in 1911.. 180
Agriculture—Report of the Minister of for year ended March 31, 1914..... 15
Agricultural Instruction Act—Report on for 1913-14.. 93
Agricultural Instruction Act—Return *re* arrangements between Government and Provinces.. .. .. 93*a*
Agricultural Instruction Act—Correspondence between Dr. C. C. James, J. C. Chapais and Provinces *re*.. .. .. .. 93*b*
American citizen—*re* killing of, and shooting another by Militia in Lake Erie, etc.. 143
Antigonish Harbour—*re* dredging at since 1912, etc.. 164
Armoury at Amherst, N.S.—*re* construction of, etc.. 89
Archives—Report of work of for year 1913.. .. .. 29*b*
Astronomer Chief—Report of for year ending March 31.. .. .. 25*a*
Atlantic Ocean Freight Rates—Documents *re* from Nova Scotia to Dept. of Trade and Commerce, since August, 1914.. 267
Auditor General's Report 3 Vols.—Pts. A to L; M to V; V to Z.. 1

B

Baker Lake, N.B.—*re* correspondence between Dept. of Marine and Fishery Overseer at.. 297
Barracks Property, Shelburne, N.S.—*re* purchase of by Government.. 273
Bannatyne, R.—*re* copies of documents respecting cancellation of entry for N. W. ¼ section of land in section 24, township 35, range 18, west of 2nd meridian.. 104

B

Belanger, Théophile—Correspondence *re* claims made by the detention of baggage, etc.. 254
Belgium—Communication from Consul General of *re* protest of against German Chancery, etc.. 233
Bluff Head, Yarmouth Co., N.S.—*re* repairs and extension of breakwater at. 186
Bonds and Securities—Detailed statement of since January 21, 1914.... .. 102
Boots—Report of Board of Officers on, as supplied to Canadian force.. 91
Boots, ankle—Showing how many firms ordered from, number of, etc.. 117
Bow River Power and Storage Investigation, seasons of 1911-12-13.. .. .. .. 25*e*
Brownlee, T. A.—*re* medical supplies purchased from by Government since July 1, 1914.. 261
Bicycles—*re* number of firms and persons from whom Government ordered since July 1, 1914.. 225

C

Canadian Pacific Railway:—
Average cost per mile from inception to date, etc., also average rental, etc. 46
Copy of agreement between Government and *re* special grant respecting irrigation system in Alberta.. 98
Re lands sold by during year ended September 30, 1914.. 106
Re Copies of O. in C. *re* required under Resolution passed in 1882, since last return.. 115
Canadian Northern Railway Co.:—
Return showing total bond issue of, and affiliated companies, cost to date of construction of lines composing system, etc.. 79
Copies of Reports of Committee of Privy Council *re* advances made to, and also G.T.P. Ry. Co., etc.. 190

C

Canada Cycle and Motor Co.—Relating to tires purchased by Government from 130
Canadian Car and Foundry Co. of Amherst, N.S.—*re* cost of preparing for military purposes, etc.. 155
Capitally convicted persons in Canada—Statistics from 1867 to Feb. 1914.. .. 53
Caraquet and Tracadie—*re* tenders received for mail service between.. .. 191
Carslake Hotel—*re* purchase of for Post Office purposes.. 218
Census of Canada, 1911—Agriculture, Volume IV.. .. .. B
Chance Harbour and Trenton, Pictou Co. N.S.—*re* mail contract.. 167
Churchill and Port Nelson, Ports of—*re* plans, reports, and soundings of.. .. 70
Civil Service List of Canada, for year, 1914.. 30
Civil Service Commission—Annual Report of for year ended August 31, 1914. 31
Coal imported into Alberta, Saskatchewan and Manitoba from U. S. in 1914—duties, etc.. 96
"Coasting Voyages"—respecting such as defined in Canada Shipping Act since 1886.. 214
Commander Lieut.—Lieutenant Commander Engineer, and Lieutenant Commander, R.C.N.V.R.. Navy.. .. .. .. 43*a*
Conciliation and Investigation—Report of Registrar of Board of, year ended March 31, 1914.. .. .. 36*a*
Cotton Shirts—*re* names of firms or persons from whom purchased by Govt. since July 1, 1914.. .. .. 260*a*
Criminal Statistics for year 1913.. 17
Customs—Report of Department of for year ended March 31, 1914.. 11

D

Dairy and Cold Storage Commissioner—Report of for year ended March 31, 1914.. .. .. 15*a*
Dartmouth and Dean's, P. O. Branch of I.C. Ry.—Names of persons from whom lands have been bought, etc.. 251
Demarcation of Meridian of 141st Degree West Longitude—Report of Commissioners, *re*.. 97
Destructive Insect and Pest Act—Regulations under.. 92

Dismissals:—
Avard, Fredk., of I.C.R.. 82
Arbuckle, Isaac, foreman carpenter on I.C.R. at Pictou, N.S.. 244
Blais, Alex., Lévis, Que.—Customs officer at Bradore Bay.. 240
Bruce, Wiswell—Sectionman at Stellarton, N.S. on I.C.R.. 198
Brennan, Jas., fireman, I.C.R. at Stellarton, N.S.. 112
Bonnyman, Alfred H.—Postmaster at Mattatal Lake, N.S.. 204
Case, W. A.—Govt. Quarantine Service Halifax, N.S.. 80
Carter, Warren, of I.C.R.. 82
Cyr, Emile, Postmaster at St. Hermas, Co. of Two Mountains.. 275
Day, Jos., of Little Bras D'Or, N.S.. 292
Dion, Ulric, Lightkeeper at St. Chas. de Caplan, Quebec.. 58
Employees—dismissed, resigned, deserted to date, etc., from Oct. 10, 1911... 85

D

Dismissals—*Continued.*
Employees—dismissed, resigned, deserted to date, etc., from Oct. 10, 1911.. 85*a*
Employees—dismissed, resigned, deserted to date, etc., from Oct. 10, 1911.. 85*b*
Employees—dismissed, resigned, deserted to date, etc., from Oct. 11, 1911.. 85*c*
Employees—dismissed, resigned, deserted to date, etc., from Oct. 10, 1911.. 85*d*
Employees—dismissed and appointed in P.E.I. since Oct. 10, 1911, to date. 86
Humphries, A. E., Inspector of Immigrations, Lethbridge, Alta.. 132
Hutchinson, Leonard, Chief Keeper, Dorchester Penitentiary.. 181
Hurlbert, T. P., Postmaster, Springdale, Yarmouth Co., N.S.. 208
Higginbotham, Edwd. N., Postmaster, Lethbridge, Alta.. 274
Ingraham, H. W., Asst. Registrar of alien enemies, Sydney, C.B.. 157
Larivière, Mr.—Dominion Lands Agent at Girouard.. 100
Mallet, Mr.—Captain of lifeboat station at Cheticamp, N.S.. 159
Marshall, Chas. H.—Postmaster at Nanton, Alta.. 211
Medicine Hat, and McLeod—dismissals and appts. in present constituencies of from 1896 to present date.. 296
McGibbon, A. R.—Customs Service, Lethbridge, Alta.. 108
McKenzie, Dr. John—M. D. to Indians of Pictou Co., N.S.. 160
Postmaster at Johnstown, Richmond Co., N.S.. 62
Postmaster at St. Romuald, Que.... 105
Pipes, Brown—Customs service Lethbridge, Alta.. 108
Shelburne Co., N.S.:—
J. V. Smith of (Wood Harbour); John H. Lyons, Barrington Passage; Wm. L. Smith, Baccaro; E. D. Smith, Shag Harbour; J. A. Orechia, Woods Harbour.. 139
J. C. Morrison, Shelburne; Albert Mahaney, Churchover; W. L. Smith, Baccaro, N.S.; J. A. Arechia, Lower Wood Harbour, and J. C. Morrison, Shelburne, N.S.. .. .. 139*a*
Thomas, John, Postmaster at Hammond's Plain, N.S.. .. ..205-205*a*
Thomson, W. M., Postmaster at Fort Qu'Appelle, Sask.. 244

Dominion Police Force—Statement relating to for year 1914.. 69
Dominion Trust Company—documents *re* incorporation of, etc.. 121
Dominion Trust Company respecting certain Act passed by Legislature of B.C., relating to.. .. .. 121*a*
Dominion Lands Survey Act, O. in C. from Dec. 13, to January 15, relating to.. 128
Dominion Lands Survey Act, O. in C. from January 1914 to February 1915. 128*a*
Dominion Lands within 40 mile Ry. Belt in B.C.—O. in C. in 1914 *re*.. .. .. 128*b*
Dominion Lands—40 mile Ry. Belt B.C.—O. in C. *re* between Dec. 1913, and Jan. 15, 1915.. .. .. 128*c*
Drill Shed or armoury at Inverness, Inverness Co., N.S.—Correspondence *re*.. 125
Duck Mountain Timber Reserve—documents *re* placing of settlers on homesteads of, etc.. 259

E

Estimates required for service of Dominion, year ending March 31, 1916.. 3
Estimates Supplementary for service of Dominion, year ending March 31, 1915. 4
Estimates Further Supplementary for service of Dominion, year ending March 31, 1915.. 5
Estimates Further Supplementary for service of Dominion, year ending March 31, 1916.. .. .. 5a
Edmundston, N. B.—Clair N.B., and Green River, N.B., *re* customs money collected at for last five years 137
Elections—By, held during year 1914.. 18
Empress of Ireland—Report of Royal Commission, and evidence relating to. 21b
Engineer Officers—Regulations *re* classification of.. .. .. 43b
"Eureka," Str.—names of sailors employed on, years 1910, 1911, 1912, 1913. 78
European War—Memo. respecting work of Dept. of Militia and Defence *re* 1914-15.. 75
Exchequer Court of Canada—Rules, orders, etc., made in Feb. 1915.. .. .. 54a
Exchequer Court of Canada—Rules, orders, etc.. 54
Experimental Farm—Report of Director of, etc., for year ending March 31, 1914.. 16
Express Companies—agreements entered into between Depts. of Fisheries and Railway, etc.. 59
Express Statistics of the Dominion of Canada, year ended June 30, 1914.. 20e
Experimental Farms, Report of Director of, for year ending March 31, 1914, Vol. II.. 16
External Affairs—Report of Secy. of State for, for year ended March 31, 1914.. .. .. 29a

F

Farrington, J. F.—B. H. Smith, and H. C. Dash—*re* moneys paid to, etc.. .. 56
Ferguson, Thos. R.—Report of *re* Blood Indian Reserve, etc.. 266
Ferguson, Thos. R.—Return *re* Riding Forest Reserve, etc.. 268
Ferguson, Thos. R.—Copies O. in C.—P. C. 1109 and P. C. 1589—*re* appointment of as commissioner.. 291
Ferguson, Thos. R.—Report of *re* "Craven Dam," Walter Scott, Lieut. Governor Brown, and J. G. Turriff.. 290
Ferguson, Thos. R.—Report of Grazing Ranch No. 2422, J. G. Turriff, A. J. Adamson and J. D. McGregor.. 289
Ferguson, Thos. R.—Timber Berths 107 and 1108, W. H. Nolan, A. W. Fraser, and J. G. Turriff.. 288
Ferguson, Thos. R.—Aylwin Irrigation Tract, E. A. Robert and J. B. McGregor 287
Re Bulletin Co., Hon. F. Oliver and G. T. P. Railway Co.. 286
Ferguson, Thos. R.—Southern Alta. Land Co., Ltd., Grand Forks Cattle Co., J. D. McGregor, Arthur Hitchcock, etc.... 285
Ferguson, Thos. R.—Blood Indian Reserve and Farm Lands 284
Ferguson, Thos. R.—Kananaskis Coal Co. Ltd., Howard Douglas, Geo. E. Hunter, Walter Garrett, etc.. 283
Ferguson, Thos. R.—Timber Berths 550½ and 528, H. Douglas, R. E. A. Leach, D. J. McDonald, etc.. 282

F

Ferguson, Thos. R.—*re* (*a*) Dominion Lands; *re* (*b*) Timber and Mineral Lands, etc.; *re* (*c*) Water Power and rights; (*d*) Indian Lands and Indian Reserves.. 281
Report of to investigate all matters *re* Dominion Lands, Indian Lands, Reserves, Water Powers, etc., since July, 1896, etc.. 281
Foster, Wm. Gore, of Dartmouth, N.S., *re* appointment of as Inspector of Indian Reserves.. 176
Fenian Raid Volunteer Bounty—*re* names, addresses, etc., to whom paid in Co. of Yarmouth, N.S.. 145
Fenian Raid Volunteer Bounty—*re* names, addresses, etc., to whom paid in Co. of Guysborough, N.S.. 146
Fenian Raid Volunteer Bounty—*re* names, addresses, etc., to whom paid in Co. of Antigonish, N.S.. 150
Fenian Raid Volunteer Bounty—*re* names, addresses, etc., to whom paid in Co. of Pictou, N.S.. 162
Fenian Raid Volunteer Bounty—*re* names, addresses, etc., to whom paid in Co. of Pictou, N.S.. .. .. 162a
Fenian Raid Volunteer Bounty—*re* names, addresses, etc., to whom paid in Co. of Inverness, N.S.. 226
Ferguson, G. Howard—*re* Investigations held by; also fees paid to since Oct., 1911.. 83
Ferry service, between Halifax and Dartmouth, N.S.—*re* establishment of.. .. 215
Ferguson, Thos. R.—Report of *re* Indian Lands, Jas. A. Smart, F. Pedley and W. T. White.. 266
Fisher, Ward, Shelburne, N.S.—Fishery Inspector—*re* amounts of money paid to years 1913, 1913.. 144
Fisheries in tidal waters—*re* proposed transfer of from Provincial to Federal control.. 228
Fisheries in Quebec Province—*re* control of—also List of licenses granted by either Govts. for present year.. 230
Flannel shirts—*re* number of firms or persons from whom Govt. purchased same since July 1, 1914.. 260
Flynn, Wm.—*re* Instructions sent to regarding investigations *re* employees of Marine and Fisheries in Bonaventure Co., Que., etc.. 57
Food-stuffs—exportations to foreign countries other than United Kingdom.. .. 120
Forest Reserves and Park Act—Orders in Council *re* (between Dec. 1913 and Jan. 14).. 127
Forest Reserves and Park Act—Orders in Council *re* between May, 1914 and July, 1914.. .. .. 127a
Forage Caps—*re* number of firms, etc., from whom Govt. ordered same since July 1, 1914.. 237
Freight rates charged years 1912-13 on wheat by C.P. Ry.'s, lines, Allan lines, and Canadian Northern Ry.'s lines from Canadian Ports to those of United Kingdom.. 81
Fresh Fish *re* transportation of between ports in N.S. and United States.. .. 153

G

Geographic Board Report of for year 1914 25d
Georgian Bay Canal—respecting petitions, documents, etc., *re* construction of from Sept. 21, 1911.. .. .. 72a
Geological Survey—Report of for year 1913.. 26
Georgian Bay Canal—Return *re* proposals to Government for construction of, etc.. 72
Gingras, J. E., *re* appointment of as postmaster St. Romuald, Que.. 209
Governor General's Warrants, etc., issued since last session of Parliament, 1914-1915.. 64
Government offices—*re* answer in Hansard page 161, respecting furnishing of same.. 193
Grain—*re* results of all grain per grade in terminal elevators in Port Arthur and Fort William in 1912, 1913, 1914.. 235
Grand Etang—*re* conduct of Postmaster at since appointment at to date.. .. 210
Green Harbour and vicinity—*re* regulation of fish traps in.. 213
Gutelius, F. P.—*re* naturalization of, etc. 141

H

Heard, David, and Sons—*re* mail contract with between Whitby and G. T. Ry. Station.. 189
Highwater, Que.—*re* number of, salaries, etc., employees at customs port of.. 179
Homestead lands in Saskatchewan—*re* fractional areas of sold in 1914..... 192
Hopper, Newton—*re* suspension of as Conductor on I.C.R., etc.. 197
Horses—Valcartier Camp—*re* names of parties purchasing same—prices paid, etc.. 272
Hudson Bay or James Bay—*re* number of ships chartered by Govt. to go there since Oct. 1911.. 148
Hudson Bay or James Bay—*re* number of ships employed by Railway Dept., amt. expended, etc.. .. .. 148a
Hydrographic Survey—British Columbia. Report of for year 1913.. .. .. 25f

I

Intercolonial Railway:—
Tenders *re* purchase of cars for in years 1912-1913.. 45
Documents *re* purchase of cars for in years since July 1, 1914.. .. .. .. 45a
Freight revenue for certain stations on for years 1913-1914.. 47
Names of Staff in several Depts. at Moncton—Salaries, etc.. 48
Return asking if official statement *re* wages to be paid to officials absent on active service, etc.. 113
Return *re* the supplying of ice for same at Port Mulgrave, N.S.. 118
Return *re* sale of hay on lands belonging to in Parish of Bic, Rimouski Co.. 196
Return *re* Inward tonnage freight, and outward do, January, 1915.. 199

I

Imperial Conference — Correspondence since January 1, 1915 as to calling of *re* Naval Defence.. 149
Indian Affairs—Report of Department of for year ending March 31, 1914.. .. 27
Indian Reserve, Restigouche, Que.—Documents, etc., *re*.. 77
Insurance—Report of Superintendent of for year 1914.. 8
Insurance—Abstract of statement of for year ended December 31, 1914.. 9
Inverness Co., N.S., *re* amounts expended by Dept. of Public Works in, from 1896 to 1915.. 187
Inland Revenues:—
Reports, Returns and Statistics of for year ended March 31, 1915.
Part I.—Excise.. 12
Part II.—Inspection of Weights and Measures, Gas and Electricity.. .. 13
Part III.—Adulteration of Food.. .. 14
International Purity Congress—Report of Government Delegates attending.. .. 142
Interior—Annual Report of Department of year ending March 31, 1914, Vol. I. 25
Interior, *re* appointments to Dept. of, in Constituencies of Medicine Hat and McLeod—names of, etc.. 241
Irrigation Act—O. in C. passed between Dec. 1913, and January, 1915, *re*.. .. 129
Isle Perrot—*re* Construction of bridge to connect with mainland at Vaudreuil.. 182
Island of Montreal—*re* Construction of bridge between and mainland at Vaudreuil.. .. .. 182a

J

Jordan Breakwater, Shelburne Co., N.S. —*re* repairs, etc., to same.. 185
Judges—*re* appointment of since February, 1913.. 51
Justice—Report of Minister of *re* Penitentiaries, etc.. 34

K

Kit-bags, *re* purchase of by Govt. since July 31, 1914.. 262

L

Labour, Report of Department of for year ended March 31, 1914.. 36
Lakes of Two Mountains, St. Francis and St. Louis—*re* rescinding of prohibition of net fishing in, 1915.. 231
Lethbridge—*re* supplies, etc., for field battery being trained at, etc.. 163
Librarians of Parliament—Joint Report of.. 40
Liquors spirituous, cigars, cigarettes and tobacco—quantity of taken out of bond in Aug., 1914 at Ports in Dominion.. 236

L

List of Shipping for Canada up to December 31, 1914.. 22

Loans—*re* correspondence on subject of —from Imperial Govt. to Canadian Govt.. 156

Lobsters—*re* licenses to pack issued by Govt., issued between Jan. 1, 1912, and Jan. 2, 1913.. 280

Lower Burlington, N.S.—*re* construction of wharf at.. 184

Lower Wood Harbour, N.S.—*re* proposed wharf at.. 220

Lumber Supply to Militia Dept. *re* training Camps at Medicine Hat and Calgary.. 270

Lynch, Margaret—*re* expropriation of lands belonging to in Fredericton, N. B., by I.C.R.. 200

M

Mails:—

Carrying of between Grand River Falls and Grand River, N.S.. 61

Relating to contract between Armagh Station and Mailloux, Bellechasse Co. 133

Relating to documents connected with tenders for service between Low Point and Creignish Station, 1913-14. 134

Relating to contract between New Ross and Vaughan's P.O., Waterville, N.S. 135

Relating to contract between Mabou and Whycocomagh, N.S.. 136

Relating to contract between Chance Harbour and Trenton, N.S.. 167

Relating to contract awarding of at Maria Capes, Bonaventure Co., in 1914.. 168

Relating to contract for rural delivery in Township of Dundee, Huntingdon, Que.. 169

Relating to proposed service between Lower South River and South Side Harbour, N.S.. 170

Relating to carriage of between Canso and Guysborough, documents *re* since 1914.. 171

Relating to route, proposed change in from Inverness Ry. Station to Margaree Harbour, N.S.. 173

Relating to rural route from River John to Hedgeville, Pictou Co., N.S. 232

Relating to contract for the carrying of between Guysborough and Erinville, N.S.. 243

Relating to contract for the Antigonish-Sherbrooke mail service, etc.. 245

Relating to proposed rural delivery between Pictou and Saltsprings, N.S.. 246

Relating to proposed rural service from Bridgetown to Granville Ferry, Annapolis Co., N.S.. 247

Relating to names, etc., of rural carriers in Counties of Chicoutimi and Saguenay and carriers, etc., for St. Prime and St. Louis de Metabetchouan.. 276

Marine and Fisheries—Annual Report of for 1913-1914—Marine.. 21

M

Marine and Fisheries—Annual Report of for 1913-1914—Fisheries.. 39

Marine Biology—1911-1914—Part I.. .. 39*b*

Marine and Fisheries—Supplement to for year 1913-1914, "Steamboat" Inspection Report".. 23

Margaree Lobster Hatchery—correspondence *re* collecting of spawn for, etc.. 95

Massonville, Que., *re* number of, salary, names of officials at Customs port of. 178

Mate in R.C. Navy—establishment of rank in.. 43

Marois, G. A.—*re* appointment of to Customs office at Quebec.. 209

Medicine Hat, City of—*re* money spent for Government relief—to whom given, etc.. 138

Militia Council, Report of for year ended March 31, 1914.. 35

Militia General Orders promulgated to period between Nov. 25, 1913, and Dec. 24, 1914.. 73

Medical Supplies purchased from T. A. Brownlee, Ottawa City.. 261

Mines Branch—Report of for calendar year 1913.. .. .. 26*a*

Miscellaneous Unforeseen Expenses—Statement of from August, 1914, to February, 1915.. 85

Moncton, N.B.—*re* names, salaries, etc., of employees at—also names of those superannuated, etc.. 250

Montgomery, Geo. A., late—*re* value, etc., of estate of, etc.. 52

Motor-trucks—*re* number sent with first contingent—from whom purchased, etc. 119

Motor Cycles—number of firms or persons from whom Govt. has ordered same, since July 1, 1914.. 227

Mc

McKeown, A. H.—*re* appointment of to Immigration service at Lethbridge, Alta.. 131

McDonald, W. B.—*re* medical supplies, and other goods purchased from by Govt. since Aug. 1, 1914.. 265

N

Naval Service—Report of Department of for year ending March 31, 1914.. 38

Naval Service—Orders in Council *re* Rates of pay, separation alloyances, etc.. 44

New Brunswick and P. E. I. Railway—Correspondence *re* purchase of.. 202

Newspapers in Canada—List of in which advertisements have been inserted by the Govt. between Oct. 10, 1911, and present date.. 84

Newspapers in Canada—List of in which advertisements have been inserted by Govt. between Oct. 10, 1906, up to Oct. 1911.. .. .. 84*a*

N

Nickel—Correspondence *re* control of exportation of, etc.. 74

North Sydney—Port of—*re* names, tonnage, registry, etc., of all foreign fishing vessels, in 1913.. 50

O

Officers commissioned to 17th N. S. Regt. at Valcartier before sailing for England.. 151

Oliver equipment—Number of firms and individuals ordered from since July 1, 1914.. 175

Ottawa Improvement Commission—Receipts and expenditures of to March 31, 1914.. 67

Overseas Contingents—purchase respecting—also Army contracts under O. in C., *re*.. 123

P

Parry Island *re* advertisements and documents connected with purchasing, etc. 99

Paradis, Télesphore, of Lévis, correspondence, etc., *re* claim of against I.C.R.. 277

Pensionary Assistance—*re* providing of for disabled officers and men on active service.. 206

Pelletier, Hon. and W. B. Nantel, Hon. letters of resignation of, etc.. 90

Pictou-Mulgrave-Cheticamp Steamship route—Correspondence, etc., *re*.. 76

Phinney's Cove and Young's Cove, Annapolis Co., N.S., *re* breakwater at.. 219

Port Daniel West—*re* Lobster hatchery at season of 1914.. 212

Portneuf, Que.—*re* amount of money expended by Govt. from July, 1896 to 1911.. 140

Post Offices:—
Relating to site of at St. Lazare Village, Co. of Bellechasse, Que.. .. 63
Post Offices in Nova Scotia *re* amount of money sent through in past five years, etc.. 107

Post Offices in Counties of N.S.—*re* rent allowances, etc.. 60

Postmaster General—Report of for year ended March 31, 1914.. 24

Post Offices—Total number, salaries, etc., of employees at—Montreal, Toronto, Winnipeg, Halifax, Quebec, St. John, N.B., and Vancouver.. 172

Port Hawkesbury—*re* purchase of a site for public building at.. 222

Prince Edward Island Ry.—Names, positions, and salaries of appointees to, from 1912 to 1914.. 49

Prince Edward Island Ry.—Names, addresses, etc., salaries of appointees from 1911, to present date.. .. .. .. 49*a*

Prisoners of War in Canada—Number of since war, names of places of detention, etc.. 111

P

Prisoners of War in Canada—Number of, cost of each detention camp, etc.. .. 111*a*

Prospect, Halifax Co., N.S.—*re* construction of extension to breakwater at.. .. 221

Public Accounts for year ended March 31, 1914.. 2

Public Works—Report of Minister of for year ended March 31, 1914.. 19

Public Printing and Stationery—Report of for year ended March 31, 1914.... 32

Q

Quebec Board of Trade—Copies of all papers between, and Dept. of Rys. and Canals *re* trains in section of N.T. Ry., between Cochrane and Quebec City.. 114

Quebec Oriental Ry. and Atlantic, Quebec and Western Ry.—*re* tariff on flour shipments.. 203

R

Radiotelegraph Regulation 106, etc.. .. 42

Radiotelegraph Regulation amendment to Nos. 103 and 104.. 42

Regiment 17th of N.S.—alleged ill treatbent of at Salisbury Plain.. 154

Refund—statement of *re* Customs Duties, for year ended March 31, 1914.. .. 126

Remount Commissioners—*re* appointment of—general instructions, etc.. 116

Regina City of—*re* properties acquired by Govt. in since Sept. 21, 1911.. .. 183

Regina City—*re* properties acquired by Govt. since Sept. 21, 1911.. 217

Royal Northwest Mounted Police—Report of for year 1914.. 28

Royal Society of Canada—Statement of affairs of up to April 30, 1914.. 68

Railways and Canals—Report of Dept. of for period from April 1, 1913, to March 31, 1914.. 20

Railways, Canal Statistics, for season of 1914.. .. .. 20*a*

Railways Statistics of Canada, year ended June 30, 1914.. .. .. 20*b*

Railway Commissioners—With Report of Board of, for year ending March 31, 1914.. .. .. 20*c*

Railways and Canals—*re* tenders for ice for I.C.R. at Port Mulgrave, N.S.... 118

Railways proposed line of from Orangedale to Cheticamp, N.S.. 248

Railway Offices at Moncton, N.B.—*re* names of, and salaries paid to employees at.. 250

Railways—relating to construction of in Co. of Guysborough, N.S.. 253

S

St. Lawrence River—Report of Commissioners to investigate water levels of, etc.. 166

S

St. John Valley Railway—Correspondence *re* operation of by I.C.R. since July, 1914.. 257

Stream Measurements for calendar year, 1914.. .. .. 25*c*

Sackville, N.B—*re* roadway to Public wharf at, and spur line from I.C.R. to said wharf.. 258

Saddles—*re* number of ordered—names of firms, individuals furnishing same.. 207

Sandford, Yarmouth Co.—*re* breakwater at and work on same during 1914.. 188

Salmon Hatchery—North Margaree—operation of, etc.. 88

Salmon Pond—*re* removal of from "Flat Lands" to New Mills, N.B.. 279

Schroder, Udo F.—*re* application for grazing lease township 40-41, R. 7, West of 3rd Meridian, Sask.. 161

Scoles, C. R., New Carlisle, Que.—*re* payment of balance of subsidy to.. 201

Seager, Chas.—Commissioner investigating charges against public officials—reports of, etc.. 87

Secretary of State—Report of the, for year ended March 31, 1914.. 29

Seed Grain distribution—*re* applications from Prairie Provinces for same.. 147

Separation allowances *re* soldiers of first contingent, etc.. 124

Separation allowances *re* soldiers asking for permission to marry and placing of wives on list.. .. .. 124*a*

Service shirts—*re* number of firms or persons from whom Govt. bought same since July 1, 1914.. .. .. 260*b*

Shareholders in chartered banks—List of as on December 31, 1914.. 6

Shellfish Fishery Commission of 1913—Correspondence of between Dept. of Marine and Fisheries.. 94

Ships, British—Copy of O. in C. restricting transfer of, etc.. 165

Shippegan Gully, Co. of Gloucester, N. B.—*re* pay sheet in connection with repairs to same, Oct. 1914.. 224

Shovels—*re* reports respecting purchase of 25,000, per O. in C. P. 2302, Sept. 4, also further purchases of same.. 271

Smith, B. F.—*re* cutting of lumber by on Tobique Indian Reserve, since March 12, 1914.. 177

Southampton Railway Co.—Report of Royal Commission *re*, etc.. 41

Stevenson, S. J. and Waverley Pharmacy—*re* medical supplies purchased from by Govt. since Aug. 1, 1914.. 263

Steamers *John L. Cann* and *Westport III.* *re* rewards to officers and crews of, etc. 239

Storm Signals at Shippegan, N.B.—*re* transfer of, etc.. 152

Submarines—*re* purchase of by Canadian Govt. by O. in C. dated August 7, 1914, [illegible] 158

Submarines Supplementary purchase of by Canadian Govt. by O. in C. dated August 7, 1914, etc.. .. .. 158*a*

S

Submarines—Further purchase of by Canadian Govt. by O. in C. dated Aug. 7, 1914, etc.. .. .. 158*b*

Superannuation and Retiring Allowances—Year ended 31st December, 1914.. 66

Subsidies, Railway, paid in Co. of Inverness, N.S. to date.. 194

Sweetman, J. Herbert, Customs officer, Port Daniel, Que., *re* charges against etc.. 242

T

Telephone Statistics for year ended June 30, 1914.. .. .. 20*d*

Telegraph Statistics for year ended June 30, 1914.. .. .. 20*f*

Three Rivers:—

Number of employees and salaries paid to at Post Office on Sept. 21, 1911; number of employees and salaries paid to at Post Offive a tpresent date; Customs Dept. at, number of employees on Sept. 21, 1911, and at present date; Inland Revenue Dept. at employees on Sept. 21, 1911, and at present date; Public Works on the St. Maurice, Co. of Champ'ain, number of employees on in 1911-12; Public Works on the St. Maurice, Co. of Champlain, number of employees in since that date; Employees on such work dismissed in Nov. 1914, and Jan. 1915—Wildé Lavallé, Pierre Thivièrge, Joseph Paquin, sr., Jos. Paquin, jr., and Athanase Gelinas, Clerks, etc.. 278

Titles, numbers, and cost of all books and pamphlets issued by King's Printer to March 31, 1914.. 71

Topographical Surveys Branch for year 1912-13.. .. .. 25*b*

Transcontinental Railway—Report of Commissioners of for year ended March 31, 1914.. 37

Transcontinental Railway—Interim Report of Commissioners of for nine months ended Dec. 31, 1914.. .. .. 37*a*

Transcontinental Railway—*re* freight rates of N. B. portion of, and removal of Y at Wapski, Victoria, N.B.. 256

Trade and Commerce:—

Part I—Canadian Trade (Imports and Exports).. 10

Part II—Canadian Trade [illegible]
France.. .. ..
Germany.. .. ..
United States.. .. ..
United Kingdom.. .. ..

Part III—Canadian Trade [illegible]
France.. .. ..
Germany.. .. ..
United Kingdom.. .. ..
United States.. .. ..

Part IV—Miscellaneous Information.. 10*c*

Part V—Report of Board of Grain Commissioners for Canada.. .. .. 10*d*

T

Trade and Commerce—*Continued.*
Part VI—Subsidized Steamships Service.. .. .. 10*e*
Part VII—Trade of Foreign Countries —Treaties and Conventions.. .. .. 10*f*

Trade Unions—Annual Return respecting.. 101
Trawlers, Steam—*re* clearing of from Ports on Atlantic Seaboard of Canada. 269
Transports hired conveyances of troops and material to England—names, owners, etc.. 109
Transport Wagons purchased for second and third contingents—number and from whom, etc.. 110
Trois Pistoles, Pulp and Lumber Co.—*re* burning of buildings of, on I.C.R.... 249
Trust Companies—*re* names of complying with Trust Companies Act of 1914.... 293

U

Unclaimed Balances; Dividends unpaid, etc., prior to Dec. 31, 1913.. 7
Underwear—*re* number of suits of—names and members of firms or persons from whom purchased by Govt. since July 1, 1914.. 264
Uniforms, Soldiers—*re* number of firms, individuals ordered from since July 1, 1914.. 174

V

Vale Railway m Co. of Pictou, N.S.—*re* purchase or lease of since 1911., .. 195
Valcartier Camp—*re* lands taken possession of by Govt., etc.. 295

V

Valcartier Camp—Horses at—names of parties purchasing same and prices paid, etc.. 272
Veterinary Director General—Report of for year ended March 31, 1914.. .. 15*b*

W

War Appropriation Act—Correspondence between Auditor General and Govt.—*re* expenditures under.. 122
War Appropriation Act—Correspondence between Auditor General and Govt.—*re* expenditures under.. .. .. 122*a*
Wakeham, Dr. Wm.—*re* report of respecting losses in storms in Baie Chaleur, etc., June, 1914.. 238
Winter Shirts—*re* number of firms, persons from whom Govt. bought same since July 1, 1914.. .. .. 260*c*
Wisewell, Bruce—*re* dismissal of, etc.. 198
Wharves in Co. of Shelburne, N.S.—East Green Harbour and Gunning Cove.... 216
Wheat—*re* copies of documents respecting removal of customs duties on, entering Canada, etc.. 103
Wheat, oats and barley—*re* quantity purchased by Govt. in 1914, for seed distribution in West.. 234
Windsor Branch, I.C.R.—*re* leasing or transfer of to C.P.R.. 252
Wright, Pontiac and Labelle, Counties—of—*re* amounts of money expended since 1911.. 223

Y

Yukon Territory—Ordinances of for year 1914.. 55

See also Alphabetical List, Page 1.

LIST OF SESSIONAL PAPERS

Arranged in Numerical Order, with their titles at full length; the dates when Ordered and when presented to the Houses of Parliament; the name of the Senator or Member who moved for each Sessional Paper, and whether it is ordered to be Printed or Not Printed.

CONTENTS OF VOLUME D.

Fifth Census of Canada, 1911.—Agriculture, Volume IV. Presented by Hon. Mr. Foster, February 8, 1915.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 1.

(This volume is bound in three parts).

1. Report of the Auditor General for the year ended 31st March, 1914, Volume I, Parts A, B and A to L; Volume II, Parts M to U; Volume III, Parts V to Z. Presented by Hon. Mr. White, February 9, 1915.. .. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 2.

2. The Public Accounts of Canada, for the fiscal year ended 31st March, 1914. Presented by Hon. Mr. White, February 9, 1915 .. .. ..*Printed for distribution and sessional papers.*

3. Estimates of sums required for the service of the Dominion for the year ending on 31st March, 1916. Presented by Hon. Mr. White, February 8, 1915.
Printed for distribution and sessional papers.

4. Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1915. Presented by Hon. Mr. White, March 9, 1915.
Printed for distribution and sessional papers.

5. Further Supplementary Estimates of sums required for the service of the Dominion for the year ending on the 31st March, 1915. Presented by Hon. Mr. White, March 27, 1915.
Printed for distribution and sessional papers.

5*a*. Further Supplementary Estimates for year ending 31st March, 1916. Presented by Hon. Mr. White, March 31, 1915.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 3.

6. List of Shareholders in the Chartered Banks of the Dominion of Canada as on 31st December, 1914. Presented by Hon. Mr. White, February 9, 1915.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 4.

7. Report on certified cheques, dividends, unclaimed balances and drafts or bills of exchange remaining unpaid in Chartered Banks of the Dominion of Canada, for five years and upwards prior to 31st December, 1913. Presented by Hon. Mr. White, April 10, 1915.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 5.

(This volume is bound in two parts)

8. Report of Superintendent of Insurance for year 1914. Presented by Hon. Mr. White, 1915.
Printed for distribution and sessional papers.

9 Abstract of Statement of Insurance Companies in Canada for year ended 31st December, 1914. Presented by Hon. Mr. White, 1914.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 6.

10. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1914: Part I.—Canadian Trade. Presented by Sir George Foster, 8th February, 1915.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 7.

10*a*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1914: Part II.—Canadian Trade with (1) France, (2) Germany, (3) United Kingdom, and (4) United States. Presented by Sir George Foster, 8th February, 1915.
Printed for distribution and sessional papers.

10*b*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1914: Part III.—Canadian Trade with foreign countries (except France, Germany, the United Kingdom, and United States.) Presented by Sir George Foster, 8th February, 1915.. .. ..*Printed for distribution and sessional papers.*

10*c*. Report of the Department of Trade and Commerce, for the fiscal year ended 31st March, 1914, (Part IV, Miscellaneous Information.) Presented by Sir George Foster, March 27, 1915.. .. ..*Printed for distribution and sessional papers.*

10*d*. Report of the Board of Grain Commissioners for Canada. Presented by Sir George Foster, 1914... .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 8.

10*e*. Report of the Department of Trade and Commerce for the fiscal year ending 31st March, 1914. Part VI.—Subsidized Steamship Services, with statistics showing steamship traffic to 31st December, 1914, and Estimates for the fiscal year 1915-16. Presented by Sir George Foster, 1915.. .. ..*Printed for distribution and sessional papers.*

10*f*. Report of Trade and Commerce for fiscal year ended 31st March, 1914. (Part VII.—Trade of Foreign Countries, Treaties and Conventions.) Presented by Sir George Foster, 1915... .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 9.

11. Report of the Department of Customs for the year ended 31st March, 1914. Presented by Hon. Mr. Reid, February 11, 1915.. .. *Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 10.

12, 13, 14. Reports, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the year ended 31st March, 1914. (Part I.—Excise). (Part II.—Inspection of Weights and Measures, Gas and Electricity). (Part III.—Adulteration of Food). Presented by Hon. Mr. Blondin, March 1, 1915.
Printed for distribution and sessional papers.

15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended 31st March, 1914. Presented by Hon. Mr. Burrell, February 8, 1915.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 11.

(This volume is bound in two parts).

15*a*. Report of the Dairy and Cold Storage Commissioner for the fiscal year ended 31st March, 1914. (Dairying, Fruit, Extension of Markets and Cold Storage). Presented by Hon. Mr. Burrell, 1915.. .. ..*Printed for distribution and sessional papers.*

15*b*. Report of the Veterinary Director General for the year ending 31st March, 1915. Presented by Hon. Mr. Burrell, 1915.. .. ..*Printed for distribution and sessional papers.*

16. Report of the Director and Officers of the Experimental Farms for the years ending 31st March, 1914. Presented by Hon. Mr. Burrell, March 1, 1915.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 12.

17. Criminal Statistics for the year ended 30th September, 1914. (Appendix to the Report of the Minister of Trade and Commerce for the year 1913.) Presented by Sir George Foster, 1915.. .. ..*Printed for distribution and sessional papers.*

18. Return of By-elections for the House of Commons of Canada, held during the year 1914. Presented by Hon. Mr. Speaker, March 12, 1915.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 13.

19. Report of the Minister of Public Works on the works under his control for the fiscal year ended 31st March, 1914, Volume I. Presented by Hon. Mr. Rogers, February 8, 1915.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 14.

20. Annual Report of the Department of Railways and Canals, for the fiscal period from 1st April, 1913, to 31st March, 1914. Presented by Hon. Mr. Cochrane, March 12.
Printed for distribution and sessional papers.

20*a*. Canal Statistics for the season of navigation, 1914. Presented by Hon. Mr. Cochrane, 9th April, 1915.. .. ..*Printed for distribution and sessional papers.*

20*b*. Railway Statistics of the Dominion of Canada, for the year ended 30th June, 1914. Presented by Hon. Mr. Cochrane, March 12, 1915.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 15.

20*c*. Ninth Report of the Board of Railway Commissioners for Canada, for the year ending 31st March, 1914. Presented by Hon. Mr. Cochrane, February 8, 1915.
Printed for distribution and sessional papers.

20*d*. Telephone Statistics of the Dominion of Canada, for the year ended 30th June, 1914. Presented by Hon. Mr. Cochrane, March 17, 1915.
Printed for distribution and sessional papers.

20*e*. Express Statistics of the Dominion of Canada for year ended 30th June, 1914. Presented by Hon. Mr. Cochrane, 1915... .. ..*Printed for distribution nad sessional papers.*

20*f*. Telegraph Statistics of the Dominion of Canada, for the year ended 30th June, 1914. Presented by Hon. Mr. Cochrane, March 17, 1915.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 16.

21. Forty-seventh Annual Report of the Department of Marine and Fisheries, for the year 1913-1914—Marine. Presented by Hon. Mr. Hazen, February 8, 1915.
Printed for distribution and sessional papers.

21*b*. Report and evidence in connection with the Royal Commission appointed to investigate the disaster of the *Empress of Ireland*. Presented by Hon. Mr. Hazen, 1914.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 17.

22. List of Shipping issued by the Department of Marine and Fisheries, being a list of vessels on the registry books of the Dominion of Canada on 31st December, 1914. Presented by Hon. Mr. Hazen, 1915... .. ..*Printed for distribution and sessional papers.*

23. Supplement to the Forty-seventh Annual Report of the Department of Marine and Fisheries for the fiscal year 1913-14—Steamboat Inspection Report. Presented by Hon. Mr. Hazen, March 3, 1915 .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 18.

24. Report of the Postmaster General for the year ended 31st March, 1914. Presented by Hon. Mr. Casgrain, February 8, 1915.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 19.

(This volume is bound in two parts).

25. Annual Report of the Department of the Interior, for the fiscal year ending 31st March, 1914.—Volume I. Presented by Hon. Mr. Roche, March 8, 1915.
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 20.

25*a*. Report of Chief Astronomer, Department of the Interior for year ending 31st March, 1911. Presented by Hon. Mr. Roche, 1915.. .. .. ..*Printed for distribution and sessional papers.*

25*b*. Annual Report of the Topographical Surveys Branch of the Department of the Interior, 1912-13. Presented by Hon. Mr. Roche, 1914.
Printed for distribution and sessional papers.

25*c*. Report of progress of stream measurements for calendar year of 1914. Presented by Hon. Mr. Roche, 1914.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 21.

25*d*. Thirteenth Report of the Geographic Board of Canada for the year ending 30th June, 1914. Presented by Hon. Mr. Roche, 1915.
Printed for distribution and sessional papers.

25*e*. Report on Bow River Water Power and Storage Investigations, seasons 1911-1912-1913. Presented by Hon. Mr. Burrell, 1915.. ..*Printed for distribution and sessional papers.*

25*f*. Report of the British Columbia Hydrographic Survey for the calendar year 1913. Presented by Hon. Mr. Burrell, 1915.. ...*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 22.

26. Summary Report of the Geological Survey, Department of Mines, for the calendar year 1913. Presented, 1915.. .. ..*Printed for distribution and sessional papers.*

26*a*. Summary Report of the Mines Branch for the calendar year 1913. Presented, 1914.
Printed for distribution and sessional papers

CONTENTS OF VOLUME 23.

27. Report of the Department of Indian Affairs for the year ended 31st March, 1914. Presented by Hon. Mr. Roche, 11th February, 1915.
Printed for distribution and sessional papers.

28. Report of the Royal Northwest Mounted Police, 1914. Presented by Hon. Sir Robert Borden, 8th February, 1915 .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 24.

29. Report of the Secretary of State of Canada for the year ended 31st March, 1914. Presented by Hon. Mr. Coderre, 9th February, 1915.
Printed for distribution and sessional papers.

29*b*. Report of the work of the Public Archives for the year 1913. Presented, 1915.
Printed for distribution and sessional papers.

30. The Civil Service List of Canada, 1914. Presented by Hon. Mr. Coderre, 9th February, 1915.. .. ..*Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 25.

31. Sixth Annual Report of the Civil Service Commission of Canada for the year ended 31st August, 1914. Presented by Hon. Mr. Coderre, 19th March, 1915.
Printed for distribution and sessional papers.

32. Annual Report of the Department of Public Printing and Stationery for the year ended 31st March, 1914. Presented by Hon. Mr. Coderre, 6th April, 1915.
Printed for distribution and sessional papers.

33. Report of the Secretary of State for External Affairs for the year ended 31st March, 1914. Presented by Sir Robert Borden, 18th February, 1915.
Printed for distribution and sessional papers.

34. Report of the Minister of Justice as to Penetentiaries of Canada, for the fiscal year ended 31st March, 1914. Presented, 1915.. .. .. ..*Printed for distribution and sessional papers.*

35. Report of the Militia Council for the Dominion of Canada, for the fiscal year ending 31st March, 1914. Presented by Hon. Mr. Hughes, [illegible]
Printed for distribution and sessional papers.

CONTENTS OF VOLUME 26.

36. Report of the Department of Labour for the fiscal year ending 31st March, 1914. Presented by Hon. Mr. Crothers, 8th February, 1915.
Printed for distribution and sessional papers.

36*a*. Seventh Report of the Registrar of Boards of Conciliation and Investigation, of the proceedings under "The Industrial Disputes Investigation Act, 1907," for the fiscal year ending 31st March, 1914. Presented by Hon. Mr. Crothers, 8th February, 1915.
Printed for distribution and sessional papers.

37. Tenth Annual Report of the Commissioners of the Transcontinental Railway, for the year ended 31st March, 1914. Presented by Hon. Mr. Cochrane, 8th February, 1915.
Printed for distribution and sessional papers.

37*a*. Interim Report of the Commissioners of the Transcontinental Railway, for the nine months ended 31st December, 1914. Presented by Hon. Mr. Cochrane, 15th February, 1915.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

45. Return to an Order of the House of the 20th April, 1914, for a copy of all letters, papers, tenders and other documents in regard to the purchase of any cars for the Intercolonial Railway during the years 1912 and 1913. Presented 9th February, 1915.—*Mr. Macdonald*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

of convicts; dates of conviction; crime of which convicted; sentences passed; by whom sentenced; sentences commuted, and if so, to what. 3. For a return showing all persons in Canada, and each province, convicted during the above mentioned period of murder whose sentences have been mitigated, or who have received a free pardon, together with a statement of the offences of which they were severally convicted, with the name of convicts; dates of conviction; nature of offence; sentences; and extent of mitigation of sentences and dates. 4. For a return of instances, during the above mentioned period, in which appeal has been made on behalf of the persons convicted of capital offences to His Excellency, the Governor in Council, for the exercise of the Royal Prerogative of pardon, or mitigation of sentences, with the name of convicts; dates of conviction and place; crime of which convicted; sentences; dates of appeal; and the result. Presented 9th February, 1915.—*Mr. Wilson (Laval)*.. ..*Not printed.*

54. General Rules and Orders of the Exchequer Court of Canada made, respectively, on the 23rd September, 1914, and the 18th June, 1914. Presented by Hon. Mr. Coderre, 9th February, 1915.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

62. Return to an Order of the House of the 11th May, 1914, for a copy of all letters, telegrams, correspondence and memorials since the 1st day of November, 1911, relating to the post office at Johnstown, Richmond County, N.S., and to complaints against the present postmaster and recommendations for his dismissal.—Presented 9th February, 1915.—*Mr. Kyte*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

77. Return to an Order of the House of the 8th June, 1914, for a copy of all documents bearing on an application or applications made to the Superintendent General of Indian Affairs or the Department, on an amendment to the Indian Act to facilitate the sale of the Indian Reserve of Restigouche, Que., or on the acquiring otherwise of any portion or the whole of the said reserve for industrial or other purposes, and any answers given thereto. Presented 11th February, 1915.—*Mr. Marcil (Bonaventure).*
Not printed.

78. Return to an Order of the House of the 2nd February, 1914, for a return showing the names of the sailors who have been employed on the *Eureka* during the years 1910, 1911, 1912 and 1913. Presented 12th February, 1915.—*Mr. Boulay*.. .. .. ..*Not printed.*

79. Return to an Order of the House of the 15th April, 1914, for a return showing the total bond issue of the Canadian Northern Railway Company and its affiliated companies; and the total cost to date of the construction of the lines of railways comprising the Canadian Northern Railway system, including terminals, sidings, etc. Presented 12th February, 1915.—*Mr. Murphy*.. .. ..*Not printed.*

80. Return to an Order of the House of the 18th May, 1914, for a copy of all papers, documents, reports and evidence relative to the dismissal or proposed dismissal of W. A. Case of the Government Quarantine Service at Halifax, N.S. Presented 12th February, 1915.—*Mr. McLean (Halifax)* .. ..*Not printed.*

81. Return to an Order of the House of the 26th February, 1914, for a return showing:—1. The freight rates charged during the years 1912 and 1913, on wheat from Canadian ports to ports in the United Kingdom by the Canadian Pacific Railway Company's Steamship Lines, the Allan Steamship Line and the Canadian Northern Railway Company's Steamship Lines. 2. The profits made by the freight boats of the said several lines which carried wheat alone or with other freight. Presented 12th February, 1915. —*Sir James Aikins*.. .. ..*Not printed.*

82. Return to an Order of the House of the 16th February, 1914, for a copy of all reports, requests, petitions, memorials, letters, telegrams and other correspondence and documents relating to the removal, suspension or dismissal, by the management of the Intercolonial Railway, of Warren Carter and Frederick Avard, employees in the freight department of the Intercolonial Railway at Sackville, N.B.; and of all letters, telegrams and other correspondence in the Department of Railways and Canals, or in the railway offices at Moncton, or in any Department of Government, addressed to the Minister of Railways and Canals, or to any other member of the Government, or to any official of the Department of Railways and Canals, or of the Intercolonial Railway, by any person or persons in the county of Westmorland, N.B., in any manner relating to said employees and to the dispensing with their services, particularly of any letters sent to F. P. Brady, General Superintendent of the Intercolonial, by any party or parties in Sackville, N.B., or elsewhere, and of all replies to any such letters, correspondence or documents. Presented 12th February, 1915.—*Mr. Emmerson.*
Not printed.

83. Return to an Order of the House of the 23rd March, 1914, for a return showing:—1. What investigations and other work have been entrusted by the Government, or any Department thereof, to G. Howard Ferguson, member for the electoral division of the county of Grenville in the Legislative Assembly of the province of Ontario. 2. How much the said G. Howard Ferguson has been paid by the Government, or any Department thereof, for fees and disbursements since the 21st of September, 1911, and how much is still due and owing to him. 3. How much has been paid to the said G. Howard Ferguson by the Government or any Department thereof, since the 21st September, 1911, in connection with any other matter whatever. Presented 12th February, 1915.—*Mr. Proulx*.. .. ..*Not printed.*

84. Further Supplementary Return to an Order of the House of the 28th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between 10th October, 1911, and the present date, together with a statement of the gross amount paid therefor between the above dates to each of said newspapers or to the proprietors of the same. Presented 12th February, 1915.—*Mr. Sinclair*.. .. ..*Not printed.*

84a. Further Supplementary Return to an Order of the House of the 30th April, 1913, for a return showing a list of all the newspapers in Canada in which advertisements have been inserted by the Government, or any minister, officer or department thereof, between the 10th day of October, 1906, and 10th October, 1907, and between said dates in each of the years following up to the 10th October, 1911, together with a statement of the gross amount paid therefor for the years mentioned, to each of the said newspapers or the proprietors of the same. Presented 12th February, 1915.—*Mr. Thornton.*
Not printed.

CONTENTS OF VOLUME 28—*Continued.*

85. Partial Return to an Order of the House of the 4th March, 1914, for a return showing:—1. How many employees of the Federal Government of Canada, including all services and all departments, have been dismissed from 10th October, 1911, to the present date. 2. How many have resigned. 3. How many have deserted the service. 4. How many deserters have been punished. 5. How many new employees have been engaged or appointed by the present Government during the same period. Presented 12th February, 1915.—*Mr. Boivin*.. .. ..*Not printed.*

85*a*. Return to an Order of the House of the 4th March, 1914, for a return showing:—1. How many employees of the Federal Government of Canada, including all services and all departments, have been dismissed from 10th October, 1911, to the present date. 2. How many have resigned. 3. How many have deserted the service. 4. How many deserters have been punished. 5. How many new employees have been engaged or appointed by the present Government during the same period. Presented 4th March, 1915.—*Mr. Boivin*.. .. ..*Not printed.*

85*b*. Further Supplementary Return to an Order of the House of the 4th March, 1914, for a return showing:—1. How many employees of the Federal Government of Canada, including all services and all departments, have been dismissed from 10th October, 1911, to the present date. 2. How many have resigned. 3. How many have deserted the service. 4. How many deserters have been punished. 5. How many new employees have been engaged or appointed by the present Government during the same period. Presented 5th March, 1915.—*Mr. Boivin*.. .. ..*Not printed.*

85*c*. Further Supplementary Return to an Order of the House of the 4th March, 1914, for a return showing:—1. How many employees of the Federal Government of Canada, including all services and all departments, have been dismissed from 10th October, 1911, to the present date. 2. How many have resigned. 3. How many have deserted the service. 4. How many deserters have been punished. 5. How many new employees have been engaged or appointed by the present Government during the same period. Presented 12th March, 1915.—*Mr. Boivin*.. .. ..*Not printed.*

85*d*. Further Supplementary Return to an Order of the House of the 4th March, 1914, for a return showing:—1. How many employees of the Federal Government of Canada, including all services and all departments, have been dismissed from 10th October, 1911, to the present date. 2. How many have resigned. 3. How many have deserted the service. 4. How many deserters have been punished. 5. How many new employees have been engaged or appointed by the present Government during the same period. Presented 7th April, 1915.—*Mr. Boivin*.. .. ..*Not printed.*

86. Further Supplementary Return to an Order of the House of the 18th February, 1914, for a copy of all charges, complaints, memorials, correspondence and telegrams, not already produced, relating to officials in any department of the Government since 10th October, 1911, the number of officials dismissed, reports of investigations held in respect of such charges, items of expenditure and costs of each investigation, the names of persons appointed to office in the place of dismissed officials, and of all recommendations received in behalf of persons so appointed in the province of Prince Edward Island. Presented 12th February, 1915.—*Mr. Hughes* (*Kings, P.E.I.*)

Not printed.

87. Partial Return to an Order of the House of the 18th May, 1914, for a return showing in all cases in which Charles Seager, of Goderich, acted as Government Commissioner in the investigation of officials charged with partizanship, or other offences, from and including the year 1896 to the year 1900; and the names of all officials dismissed by reason of the reports of the said Charles Seager, the positions held by such officials, and when such dismissals took place; with a copy of the evidence taken in all such cases, together with the commissioners reports thereon, and also showing what fees were paid to the said Charles Seager for conducting such investigations. Presented 12th February, 1915.—*Mr. Clark* (*Bruce*).. .. ..*Not printed.*

88. Return to an Order of the House of the 16th March, 1914, for a copy of all correspondence, letters, telegrams, complaints and of all other documents in any way referring to the operation of the salmon hatchery at North East Margaree, and the fish pond at Margaree Harbour from 1911 to date. Presented 15th February, 1915.—*Mr. Chisholm* (*Inverness*).. .. ..*Not printed.*

89. Return to an Address to His Royal Highness the Governor General of the 11th May, 1914, for a copy of all letters, telegrams, Orders in Council, contracts, tenders, papers and other documents in possession of the Department of Public Works, and of the Department of Militia and Defence, relating to the construction of an armoury at Amherst, N.S. Presented 15th February, 1915.—*Mr. Sinclair*... .. ..*Not printed.*

90. Letters of the Honourable Louis P. Pelletier, M.P., and the Honourable Wilfrid B. Nantel, M.P., resigning their positions as Postmaster General and Minister of Inland Revenue, respectively, and letters of the Prime Minister in acknowledgment thereof. Presented by Sir Robert Borden, 15th February, 1915.. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

91. Report of Board of Officers on boots supplied to the Canadian Expeditionary Force. Presented by Hon. Mr. Hughes, 15th February, 1915.. .. ..*Not printed.*

92. Regulations under "The Destructive Insect and Pest Act." Presented by Hon. Mr. Burrell, 16th February, 1915... .. ..*Not printed.*

93. Report on "The Agricultural Instruction Act," 1913-14, pursuant to Section 8 of the above named Act. Presented by Hon. Mr. Burrell, 16th February, 1915.
Printed for sessional papers only.

93*a*. Supplementary Return to an Address to His Royal Highness the Governor General of the 9th February, 1914, for a copy of all arrangements made between the Government and the various provinces under the Agricultural Instruction Act. Presented 19th February, 1915.—*Sir Wilfrid Laurier*.. .. ..*Not printed.*

93*b*. Return to an Order of the House of the 20th April, 1914, for a copy of all documents, correspondence, letters, petitions, reports, etc., exchanged between Dr. C. C. James, Mr. J. C. Chapais and each of the Provincial Ministers of Agriculture, in connection with the distribution and the administration of the federal subsidy granted to the provinces for agricultural purposes since the granting of same. Presented 23rd February, 1915. —*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

94. Return to an Order of the House of the 11th February, 1914, for a copy of all telegrams, correspondence, instructions, recommendations, and other documents that passed between the Shellfish Fishery Commission of 1913, and the Department of Marine and Fisheries, from the date of the appointment of said Commission to 31st December, 1913, excluding such documents as have been printed in the published report of said Commission. Presented 16th February, 1915.—*Mr. Sinclair*.. .. ..*Not printed.*

95. Return to an Order of the House of the 16th March, 1914, for a copy of all correspondence, tenders, telegrams, complaints and of all other documents in any way referring to the collecting of spawn for the Margaree Lobster Hatchery during the years 1911-12, 1912-13 and 1913-14. Presented 16th February, 1915.—*Mr. Chisholm (Inverness)*.
Not printed.

96. Return to an Order of the House of the 10th February, 1915, for a return showing the amount of coal imported into Alberta, Saskatchewan and Manitoba, respectively, from the United States during the year 1914; also the amount of duty collected in each of the said provinces during the same year. Presented 16th February, 1915.—*Mr. Buchanan*... .. ..*Not printed.*

97. Copy of the Eighth Joint Report of the Commissioners for the Demarcation of the Meridian of the 141st Degree of West Lngitude. Presented by Hon. Mr. Roche, 18th February, 1915.. .. ..*Not printed.*

98. Return to an Order of the House of the 20th April, 1914, for a copy of the agreement between the Government of Canada and the Canadian Pacific Railway Company at the time the special land grant was made whereby the Canadian Pacific Railway Company were enabled to get their land grant in one block for the purpose of establishing their present irrigation system east of Calgary, province of Alberta. Presented 18th February, 1915.—*Mr. Burnham*.. .. ..*Not printed.*

99. Return to an Order of the House of the 23rd March, 1914, for a copy of all letters, telegrams and other documents in connection with the sale of any timber on Parry Island, Parry Sound District, and of advertisements, agreements for purchase and any other documents connected with such sale or grant of timber to any person or persons. Presented 18th February, 1915.—*Mr. Arthurs*.. .. ..*Not rpinted.*

100. Return to an Order of the House of the 11th February, 1914, for a return showing reasons for the dismissal of Mr. Larivière, Dominion Lands Agent at Girouard; the date of his appointment and of dismissal and salary at time of dismissal; also the name of agent appointed in his place, with date of appointment and salary. Presented 18th February, 1915.—*Mr. Oliver*.. .. ..*Not printed.*

101. Annual Return respecting Trade Unions under Chapter 125, R.S.C., 1906. Presented by Hon. Mr. Coderre, 18th February, 1915.. .. ..*Not printed.*

102. A detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (21st January, 1914) submitted to the Parliament of Canada under Section 32 of Chapter 19, of the Revised Statutes of Canada, 1906. Presented by Hon. Mr. Coderre, 18th February, 1915.. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

103. Return to an Order of the House of the 9th February, 1914, for a copy of all petitions, memorials, letters, telegrams, papers, and documents received by any department of the Government of Canada, or any Minister of the Crown from any company, corporation, person or persons, requesting the removal of any customs duties upon wheat or wheat products entering Canada, or protesting against any diminution or removal of such custom's duties, and any replies thereto. Presented 18th February, 1915.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

104. Return to an Order of the House of the 20th April, 1914, for a copy of all correspondence, letters, documents or other papers relating to the cancellation of the entry of R. Bannatyne for the northwest ¼ of section 24, township 35, range 18, west of the 2nd meridian. Presented 19th February, 1915.—*Mr. Neely*.. .. ..*Not printed.*

105. Return to an Order of the House of the 16th February, 1914, for a return showing the name of the postmaster of the Parish of St. Romuald, county of Lévis, who, it is said, was dismissed from office since September, 1911, the reasons for such dismissal, the nature of the complaints made against him, the names of the parties who made those complaints, together with a copy of all correspondence and telegrams relating thereto, the name of the inquiring commissioner, and report of investigation, if any, and of all evidence taken at the investigation, the names of those who recommended the successor, names of the parties by whom the Government was represented at such investigation, with a detailed statement of all the accounts paid or to be paid by any department in connection with the aforesaid dismissal and investigation, the names of the parties who received any money or filed their accounts in connection with said investigation, and the amount awarded to or claimed by each of them. Presented 19th February, 1915.—*Mr. Bourassa*... .. ..*Not printed.*

106. Return showing lands sold by the Canadian Pacific Railway Company during the year which ended on the 30th September, 1914. Presented by Hon. Mr. Roche, 19th February, 1915.. .. ..*Not printed.*

107. Return to an Order of the House of the 10th June, 1914, for a return showing:—1. The amount of money sent through the post offices in the past five years outside Canada from the following Cape Breton post offices: Glace Bay, Caledonia Mines, Dominion No. 4, New Aberdeen, Bridgeford, Old Bridgeford, Reserve Mines, Sydney, Whitney Pier, Ashby, North Sydney, Sydney Mines, Florence, Dominion No. 6, and Port Marrien. 2. What countries was such money transmitted to. Presented 22nd February, 1915.—*Mr. Carroll*.. .. ..*Not printed.*

108. Return to an Order of the House of the 15th February, 1915, for a copy of all correspondence, telegrams and other documents in connection with the removal from the customs service at Lethbridge, Alberta, of Brown Pipes and A. R. Gibbons. Presented 23rd February, 1915.—*Mr. Buchanan*.. .. ..*Not printed.*

109. Return to an Order of the House of the 15th February, 1915, for a return giving the names of all the transports hired since 1st August, 1914, for the conveyance of troops, horses, stores and material to England, the name of each vessel owner, broker or other person through whom the vessel was chartered, the tonnage of each vessel, speed, rate paid per ton per week or month, minimum time for which engaged, date of agreement, date at which pay commenced, date at which pay ceased, and the total sum paid by the Government for hire and other charges. Presented 23rd February, 1915.—*Mr. Murphy*.. .. ..*Not printed.*

110. Return to an Order of the House of the 15th February, 1915, for a return showing:—1. How many transport wagons were purchased for the Second and Third Contingents? 2. From whom they were purchased, and the name of each person or firm? 3. How many were purchased from each? 4. What was the price paid per wagon? 5. If any tenders were asked? 6. If any tenders were received that were not accepted? 7. If so, what was the price tendered at? Presented 23rd February, 1915.—*Mr. Nesbitt.*
Not printed.

111. Return to an Order of the House of the 11th February, 1915, for a return showing:—1. How many persons have been made prisoners of war since the declaration of war between the Allies, Germany and Austria? 2. Where they have been kept captive? 3. What is the name of each place of detention, and the name of the officer in charge of such place of detention? Presented 23rd February, 1915.—*Mr. Wilson (Laval).*
Not printed

111a. Return to an Order of the House of the 19th February, 1915, for a statement in detail of: The number of prisoners of war in this country; the number under parole; the number held in detention camps; the number of detention camps, where situated, how accessible, and the number of prisoners in each. The amount of cost to Canada in each of these camps, respectively, for subsistence, pay, clothing, transportation and supervision; the nature of work done by prisoners, and the total value of same to date. Presented 1st April, 1915.—*Mr. Clark (Red Deer)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

112. Return to an Order of the House of the 15th February, 1915, for a copy of all letters, telegrams, minutes of investigation and other documents relating to the dismissal of James Brennan, fireman Intercolonial Railway at Stellarton. Presented 25th February, 1915.—*Mr. Macdonald*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

120. Return to an Order of the House of the 15th February, 1915, for a return showing whether any exportations of food-stuffs have been made since 1st August last, to European countries, other than the United Kingdom, France and Belgium, and if so, their nature and what countries. Presented 25th February, 1915.—*Mr. Cockshutt.*
Not printed.

121. Return to an Order of the House of the 11th February, 1915, for a copy of the petition, papers, documents and letters in connection with the incorporation of the Dominion Trust Company, incorporated by Special Act of the Parliament of Canada in 1912, being Chapter 89 of 2 George V. Presented 25th February, 1915.—*Mr. Proulx.*
Not printed.

121*a*. Return to an Order of the House of the 11th February, 1915, for a copy of all the correspondence exchanged between the Department of Justice and the Government of the province of British Columbia, or any of its members, with regard to a certain Act passed by the Legislature of the said province in 1913, being Chapter 89 of 2 George V., entitled: "An Act respecting the Dominion Trust Company." Presented 4th March, 1915.—*Mr. Proulx*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

128*b*. Return of Orders in Council which have been published in the *Canada Gazette* and in the British Columbia *Gazette*, between 11th April, 1914, and 10th December, 1914, in accordance with provisions of Subsection (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile railway belt in the province of British Columbia. Presented by Hon. Mr. Roche, 12th March, 1915.. . . . . *Not printed.*

128*c*. Orders in Council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st December, 1913, and the 15th January, 1915, in accordance with the provisions of Subsection (*d*) of Section 38 of the Regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile railway belt in the province of British Columbia.—(*Senate*) . . . . . *Not printed.*

129. Orders in Council passed between 1st December, 1913 and 15th January, 1915, approving of regulations and forms prescribed in accordance with the provisions of Section 57 of the Irrigation Act, Chapter 61, Revised Statutes of Canada, 1906, as amended by Chapter 38, 7-8 Edward VII.—(*Senate*). . . . . *Not printed.*

130. Return to an Order of the House of the 25th February, 1915, for a return showing whether the Government purchased from the Canada Cycle and Motor Company tires for motor trucks for the first Canadian Contingent and, if so, the price paid per set and the number purchased; also whether the Government have obtained prices for tires for motor trucks for the second contingent and, if so, the prices per set so obtained. Presented 3rd March, 1915.—*Mr. Gauvreau*.. . . . . *Not printed.*

131. Return to an Order of the House of the 15th February, 1915, for a copy of all correspondence, telegrams and other documents in connection with the appointment of A. H. McKeown to the immigration service at Lethbridge, Alberta. Presented 3rd March, 1915.—*Mr. Buchanan*.. . . . . *Not printed.*

132. Return to an Order of the House of the 15th February, 1915, for a copy of all correspondence, telegrams and other documents in connection with the removal from office of A. E. Humphries, Inspector of Immigration at Lethbridge, Alberta. Presented 3rd March, 1915.—*Mr. Buchanan*.. . . . . *Not printed.*

133. Return to an Order of the House of the 3rd June, 1914, for a return showing:—1. Who secured the mail contract between Armagh Station and Mailloux, county of Bellechasse, Que.? 2. How many tenders were received? 3. The names of the tenderers, and the amount of each tender? Presented 3rd March, 1915.—*Mr. Lemieux*.. . . . *Not printed.*

134. Return to an Order of the House of the 6th April, 1914, for a copy of all letters, telegrams, correspondence, complaints, and documents of all kinds in any way connected with the asking for tenders for the mail route between Low Point and Creignish Station during the years 1913-14. Presented 3rd March, 1915.—*Mr. Chisholm (Inverness).* *Not printed.*

135. Return to an Order of the House of the 6th April, 1914, for a copy of all letters, telegrams and other documents relative to the mail contract between New Ross and Vaughans post office, Waterville, province of Nova Scotia. Presented 3rd March, 1915. —*Mr. Macdonald*.. . . . . *Not printed.*

136. Return to an Order of the House of the 18th May, 1914, for a copy of all correspondence, telegrams, letters and documents of all kinds in possession of the Post Office Department received since 1913, up to the present date in any way referring to the mail contract from Mabou to Wycocomagh. Presented 3rd March, 1915.—*Mr. Chisholm (Inverness)* . . . . . *Not printed*

137. Return to an Order of the House of the 25th February, 1915, for a return showing:—1. The amount of money collected by sub-collectors of customs at Edmundston, N.B., at Clair, N.B., at St. Leonards, N.B., and at Green River, N.B., each and every year for the last five fiscal years. 2. The salaries paid in connection with each of said ports each year. Presented 3rd March, 1915.—*Mr. Michaud*.. . . . . *Not printed.*

138. Return to an Order of the House of the 10th February, 1915, for a return showing how much money has been spent amongst the merchants of the city of Medicine Hat for Government relief, to whom the payments were made and the total amount in each case. Presented 4th March, 1915.—*Mr. Buchanan*.. . . . . *Not printed.*

139. Return to an Order of the House of the 2nd February, 1914, for a copy of all letters, correspondence, papers and documents relating to the dismissal of the following persons from the below mentioned offices in Shelburne County, N.S.:—J. V. Smith, sub-collector of customs at Lower Woods Harbour; John H. Lyons, keeper of lightship, Barrington Passage; William L. Smith, lightkeeper, Baccaro; E. D. Smith, fishery overseer, Shag Harbour; J. A. Orechia, harbour master, Woods Harbour; J. C. Morrison, harbour master, Shelburne; and Albert Mahaney, postmaster at Churchover. Presented 4th March, 1915.—*Mr. Maclean (Halifax)*. . . . . *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

139*a*. Return to an Order of the House of the 24th February, 1915, for a copy of all letters, papers and documents relating to the dismissal of the following officers in Shelburne County, N.S.: Wm. L. Smith, lightkeeper, Baccaro, N.S.; J. A. Arechia, harbour master, Lower Wood Harbour, and J. C. Morrison, harbour master, Shelburne, N.S. Presented 16th March, 1915.—*Mr. Law*.. .. ..*Not printed.*

140. Return to an Order of the House of the 9th March, 1914, for a return showing:—1. The amounts of money expended by this Government in the county of Portneuf from the 1st of July, 1896, to the 21st September, 1911. 2. The nature of the work done in each parish. 3. In what year such work was executed, and what amount was expended in each case. Presented 4th March, 1915.—*Mr. Sevigny*.. .. ..*Not printed.*

141. Return to an Order of the House of the 22nd February, 1915, for a copy of all papers, petitions, declarations, affidavits, sworn statements, requests, certificates and all other documents in connection with the naturalization of F. P. Gutelius, General Manager of the Intercolonial Railway. Presented 4th March, 1915.—*Mr. Gauvreau*.. ..*Not printed.*

142. Report of the delegates appointed to represent the Government of Canada at the Eighth International Purity Congress, held under the auspices of the World's Purity League, at Kansas City, Mo., November 5th-9th, 1914. Presented by Sir Robert Borden, 4th March, 1915. *Not printed.*

143. Return to an Address to His Royal Highness the Governor General of the 22nd February, 1915, for a copy of all complaints to the Government of the killing of one American citizen and the shooting of another by militia men, in the waters of Lake Erie, and of all correspondence with regard to the same with the British Embassy and American authorities. Presented 5th March, 1915.—*Sir Wilfrid Laurier*.. .. .. ..*Not printed.*

144. Return to an Order of the House of the 24th February, 1915, for a return showing the amounts in detail paid to Ward Fisher, of Shelburne, N.S., fishery inspector, for the years 1912 and 1913, for salary, office expenses, travelling expenses, and all other expenses. Presented 5th March, 1915.—*Mr. Law*.. .. ..*Not printed.*

145. Return to an Order of the House of the 15th February, 1915, for a return showing the names and addresses of all persons in Yarmouth County to whom the bounty under the Fenian Raid Volunteer Bounty Act has been paid; the names and addresses of all persons from said county whose applications have been rejected, and a list giving names and addresses of all applicants from said county whose applications have not yet been disposed of. Presented 5th March, 1915.—*Mr. Law*.. .. ..*Not printed.*

146. Return to an Order of the House of the 19th February, 1915, for a return showing the names and post office addresses of all persons in Guysborough County, N.S., to whom the bounty under the Fenian Raid Volunteer Bounty Act has been paid; the names and post office addresses of all persons whose applications have been rejected, and the reason for such rejections; also the names and post office addresses of all persons whose applications have been received but have not yet been paid, distinguishing between those who have been dealt with and allowed, and such applications as have been received but not yet considered, if any. Presented 5th March, 1915.—*Mr. Sinclair.* *Not printed.*

147. Return to an Order of the House, of the 12th February, 1915, for a return showing:—1. How many applications for seed grain have been received from residents of the three prairie provinces since June, 1914? 2. How many bushels of grain were included in the applications? 3. How many acres of land were to be seeded by the grain applied for? 4. How many bushels of wheat, oats and barley, respectively, the Government has on hand with which to meet the applications? 5. If arrangements have been made under which the several Provincial Governments will assist in meeting the needs of the settlers for seed grain? Presented 8th March, 1915.—*Mr. McCraney*.. ..*Not printed.*

148. Return to an Order of the House, of the 2nd February, 1914, for a return showing the number of ships chartered by the Government or any department thereof since October, 1911, to go to Hudson's Bay or James Bay; the name of each and the tonnage; the name and residence of each commanding officer; what cargo each carried, and what portion was landed, and where, what was lost and where, and what returned; with the values in each case. Presented 8th March, 1915.—*Mr. Graham*.. .. .. ..*Not printed.*

148*a*. Return to an Order of the House of the 3rd March, 1915, for a return showing the number of ships employed by the Railway Department, the number of men hired on vessels and on shore, and the amount expended for supplies, men and transportation from 31st March, 1914, to 31st December, 1914, in connection with the Hudson Bay Railway expenditures. Presented 22nd March, 1915.—*Mr. Macdonald*..*Not printed.*

149. Return to an Address to His Royal Highness the Governor General, of the 9th February, 1914, for a copy of all correspondence since the 1st January last with regard to the calling of an Imperial Conference on the subject of naval defence. Presented 8th March, 1915.—*Sir Wilfrid Laurier*.. .. ..*Not printed.*

CONTENTS OF VOLUME 23—*Continued.*

150. Return to an Order of the House, of the 11th February, 1915, for a return showing the names and addresses of all persons in Antigonish County to whom the bounty under the Fenian Raid Volunteer Bounty Act has been paid; the names and addresses of all persons from said county whose applications have been rejected, and a list giving names and addresses of all applications from said county whose applications have not yet been disposed of. Presented 8th March, 1915.—*Mr. Chisholm (Antigonish).*
Not printed.

151. Return to an Order of the House, of the 3rd March, 1915, for a return showing:—1. Who were the different officers commissioned to the 17th Nova Scotia Regiment at Valcartier before they sailed for England? 2. Who are now the commissioned officers of said regiment. Presented 8th March, 1915.—*Mr. Macdonald*.. .. ..*Not printed.*

152. Return to an Order of the House, of the 9th February, 1915, for a copy of all accounts of the transfer of the storm signal at Shippigan, N.B., from its former position on land to the public wharf, showing the total cost of said transfer during the months of October and November in 1911. Presented 8th March, 1915.—*Mr. Turgeon.*
Not printed.

153. Return to an Order of the House of the 4th May, 1914, for a copy of all correspondence, telegrams, petitions, including the signatures of such petitions, and all other documents and papers in the possession of the Department of Trade and Commerce, or the minister of said department, or in the possession of the Prime Minister, relating to any application made between 1st November, 1913, and date hereof by parties in Nova Scotia asking for Government assistance towards the transportation of fresh fish between ports in Nova Scotia and the United States. Presented 9th March, 1915.—*Mr. Sinclair.*
Not printed.

154. Statement of Mr. H. C. Crowell, staff correspondent of the Halifax *Chronicle*, and correspondence in connection with statements appearing in the press referring to alleged ill-treatment of the 17th Regiment of Nova Scotia, at Salisbury Plains. Presented by Sir Robert Borden, 9th March, 1915.. .. ..*Not printed.*

155. Return to an Order of the House, of the 3rd March, 1915, for a return showing:—1. The estimated cost of fitting up the works of the Canadian Car and Foundry Company, Limited, at Amherst, N.S., for military purposes. 2. The rent or other remuneration being paid, or will be paid, this company for the use of its buildings. 3. Who are to supply the military provisions, including food for men, coal for heating and cooking, and food and other supplies for horses quartered on these premises, and at what prices. 4. Whether it is true that forms for tendering for such military supplies could only be obtained from the office of the sitting member for Cumberland County, and in several cases forms of tender were refused to applicants. 5. Whether the Government is aware that in the case of the supplying of hay, as alleged, not only Liberals were not allowed to tender for same, but supporters of the Government were informed they would not secure any part of the contract, if any of the hay to be supplied was to be purchased from a Liberal. Presented 11th March, 1915.—*Mr. Copp*.. .. .. ..*Not printed.*

156. Return to an Address to His Royal Highness the Governor General, of the 1st March, 1915, for a copy of all correspondence of the Imperial authorities on the subject of loans from the Imperial Treasury to the Canadian Government. Presented 11th March, 1915.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

157. Return to an Order of the House of the 3rd March, 1915, for a copy of all correspondence, recommendations, letters and telegrams relating to the appointment of H. W. Ingraham as Assistant Registrar of Alien Enemies at Sdyney, N.S., and to his dismissal from the said office. Presented 12th March, 1915.—*Mr. Kyte*.. .. ..*Not printed.*

158. Return to an Address to His Royal Highness the Governor General of the 11th February, 1915, for a copy of all correspondence relating to the purchase of, and payment by the Government for two submarines authorized by Order in Council dated the 7th August, 1914, and of any other Order or Orders in Council relating thereto; and also of all reports received by the Government or any department thereof referring to said submarines. Presented 12th March, 1915.—*Mr. Pugsley* .. ..*Printed for distribution only.*

158*a*. Supplementary Return to an Address to His Royal Highness the Governor General, of the 11th February, 1915, for a copy of all correspondence relating to the purchase of, and payment by the Government for two submarines authorized by Order in Council dated the 7th August, 1914, and of any other Order or Orders in Council relating thereto; and also of all reports received by the Government or any department thereof referring to said submarines. Presented 15th March, 1915.—*Mr. Pugsley.*
Printed for distribution only.

CONTENTS OF VOLUME 28—*Continued.*

158*b*. Further Supplementary Return to an Address to His Royal Highness the Governor General, of the 11th February, 1915, for a copy of all correspondence relating to the purchase of, and payment by the Government for two submarines authorized by Order in Council dated the 7th August, 1914, and of any other Order or Orders in Council relating thereto; and also of all reports received by the Government, or any department thereof, referring to said submarines. Presented 24th March, 1915.—*Mr. Pugsley.*
Printed for distribution only.

159. Return to an Order of the House of the 19th February, 1915, for a copy of all correspondence, telegrams, petitions, letters and all other documents in any way referring to the dismissal of Mr. Mallet, captain of the life-boat in the life-saving station at Cheticamp, and the appointment of his successor. Presented 12th March, 1915.—*Mr. Chisholm (Antigonish)*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

170. Return to an Order of the House of the 11th February, 1915, for a copy of all petitions, letters, telegrams and correspondence regarding a proposed daily mail service between Lower South River and South Side Harbour, Antigonish County, and improved postal accommodation for the residents of the last-named district. Presented 17th March, 1915.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

171. Return to an Order of the House of the 1st March, 1915, for a copy of all letters, documents, telegrams, recommendations, petitions and other papers received by the Post Office Department since 1st January, 1914, relating to the contract for carrying the mails between Guysborough and Canso, N.S. Presented 18th March, 1915.—*Mr. Sinclair*.. .. ..*Not printed.*

172. Return to an Order of the House of the 22nd February, 1915, for a return showing:1. The total number of employees, both permanent and temporary, at the following post offices: Montreal, Toronto, Winnipeg, Halifax, Quebec, St. John, N.B., and Vancouver. 2. The total amount of salaries paid in each case. 3. The total number of employees, and the amount of salaries paid in the above offices on the 1st of October, 1911. Presented 18th March, 1915.—*Mr. Lemieux*.. .. ..*Not printed.*

173. Return to an Order of the House of the 19th February, 1915, for a copy of all correspondence, telegrams, letters, petitions and documents of all kinds in any way referring to a proposed change in the mail route from Inverness railway station to Margaree Harbour. Presented 18th March, 1915.—*Mr. Chisholm (Inverness)*.. ..*Not printed.*

174. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. From how many firms or individuals the Government, or any department thereof, has ordered soldiers uniforms since the 1st of July, 1914. 2. The names of these firms. 3. How many Oliver equipments have been ordered from each firm. 4. How many of these uniforms each firm has delivered up to date. 5. How many each firm has yet to deliver. 6. The price each firm is receiving for these uniforms. Presented 18th March, 1915.—*Mr. Murphy*.. .. ..*Not printed.*

175. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. From how many firms or individuals the Government, or any department thereof, has ordered Oliver equipments since the 1st of July, 1914? 2. The names of these firms? 3. How many Oliver equipments have been ordered from each firm? 4. How many each firm has delivered up to date? 5. How many each firm has yet to deliver? 6. The price each firm is receiving for these Oliver equipments? Presented 18th March, 1915.—*Mr. Murphy*.. .. ..*Not printed.*

176. Return to an Order of the House of the 11th March, 1915, for a copy of all letters, correspondence, etc., relating to the appointment of William Gore Foster, of Dartmouth, N.S., to the position of Inspector of Indian Reserves. Presented 18th March, 1915.—*Mr. Carroll*.. .. ..*Not printed.*

177. Return to an Order of the House of the 15th February, 1915, for a copy of all letters, telegrams, correspondence, leases, and other documents relating to the cutting of lumber by Mr. B. F. Smith, and others, from the so-called Tobique Indian Reserve in the province of New Brunswick since the twelfth day of March, A.D. 1914, and also of all agreements, offers and promises made either by the said B. F. Smith or the Department of Indian Affairs, with reference to the sale or disposal of any of the said Tobique Indian Reserve since the said date, or any logs or lumber cut thereon. 2. Also a statement of all lumber cut by the said B. F. Smith from the said reserve, the rates of stumpage charged, and the amounts actually paid thereon from the first day of January, 1912, down to the date hereof. Presented 18th March, 1915.—*Mr. Carvell.* *Not printed.*

178. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. The number of customs officers employed at the customs port of Masonville, Quebec, on 20th September, 1911. 2. The names of these officers. 3. The salary each one received. 4. The total amount of salaries paid the officers at this port. 5. The number of customs officers employed at the port of Masonville at the present time. 6. The names of these officers. 7. The salary each one receives. 8. The total amount of salaries paid to the officers at this port. Presented 18th March, 1915.—*Mr. Kay*... ..*Not printed.*

179. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. The number of customs officers employed at the customs port of Highwater, Quebec, on 20th September, 1911. 2. The names of these officers. 3. The salary each one received. 4. The total amount of salaries paid the officers at this port. 5. The number of customs officers employed at the port of Highwater at the present time. 6. The names of these officers. 7. The salary each one receives. 8. The total amount of salaries paid to the officers at this port. Presented 18th March, 1915.—*Mr. Kay*... ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

180. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. The number of customs officers employed at the customs port of Abercorn, Quebec, on 20th September, 1911. 2. The names of these officers. 3. The salary each one received. 4. The total amount of salaries paid the officers at this port. 5. The number of customs officers employed at the port of Abercorn at the present time. 6. The names of these officers. 7. The salary each one receives. 8. The total amount of salaries paid to the officers at this port. Presented 18th March, 1915.—*Mr. Kay*... ..*Not printed.*

181. Return to an Order of the House, of the 1st March, 1915, for a copy of all petitions, letters, communications and other documents relating to or bearing upon the dismissal of Leonard Hutchinson, chief keeper at Dorchester penintentiary. Presented 18th March, 1915.—*Mr. Copp*.. .. ..*Not printed.*

182. Return to an Order of the House of the 22nd February, 1915, for a copy of all letters, telegrams and papers generally concerning the proposed construction of a bridge to connect Isle Perrot with the mainland at Vaudreuil. Presented 18th March, 1915.—*Mr. Boyer*... .. ..

CONTENTS OF VOLUME 28—*Continued.*

192. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. The fractional areas of homestead lands or otherwise in the province of Saskatchewan sold in the year 1914. 2. The name of the purchaser, and the price paid in each case. Presented 22nd March, 1915.—*Mr. Martin (Regina)*... .. ..*Not printed.*

193. Return to an Order of the House of the 25th February, 1915, for a return showing, in reference to the answer to question No. 6 of 9th February, and answered 15th February as per page 161 unrevised *Hansard*, the cost of furnishing the Government offices in each of the said buildings. Presented 22nd March, 1915.—*Mr. Turriff.*
Not printed.

194. Return to an Order of the House of the 1st March, 1915, for a return showing the amount of railway subsidies paid in the county of Inverness since 1896, to date, and the dates on which such subsidies were paid. Presented 22nd March, 1915.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

195. Return to an Order of the House of the 1st March, 1915, for a copy of all letters, papers, telegrams and other documents relating to the purchase or lease of the railway from New Glasgow to Thorburn, in the county of Pictou, known as the Vale Railway, from the Acadia Coal Company, since January, 1911, to date. Presented 22nd March, 1915. —*Mr. Macdonald*.. .. ..*Not printed.*

196. Return to an Order of the House of the 1st March, 1915, for a copy of all papers, letters, telegrams, correspondence, contracts, etc., in connection with the sale of the hay grown or the lease of certain tracts of land belonging to the Intercolonial Railway, upon which hay is grown, and which are contiguous to the properties of Charles Lavoie, Cléophas Leclerc and Joseph Parent of the Parish of Bic, county of Rimouski. Presented 22nd March, 1915.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

197. Return to an Order of the House of the 3rd March, 1915, for a copy of all letters, papers, telegrams, evidence taken at investigations, reports and all other documents relating to the suspension or other action in regard to the charge of drunkeness against Newton Hopper, conductor on the Intercolonial Railway, and to his subsequent reinstatement. Presented 22nd March, 1915.—*Mr. Macdonald*.. .. ..*Not printed.*

198. Return to an Order of the House of the 1st March, 1915, for a copy of all letters, telegrams and other papers relating to the dismissal of Bruce Wiswell, as sectionman on the Intercolonial Railway at Stellarton, Nova Scotia. Presented 22nd March, 1915.— *Mr. Macdonald*.. .. ..*Not printed.*

199. Return to an Order of the House of the 22nd February, 1915, for a return showing:— 1. The inward tonnage freight, and also the outward tonnage freight respectively, at Loggieville station of the Intercolonial Railway for each month of 1914, and also for the month of January, 1915. 2. The inward tonnage freight, and the outward tonnage freight at Chatham station, on the Intercolonial Railway for each month of 1914, and also for the month of January, 1915. 3. The inward tonnage freight, and the outward tonnage freight at Newcastle station on the Intercolonial Railway for each month of 1914, and also for the month of January, 1915. 4. The local and through passenger traffic to and through each of the above stations, respectively, during each of the months above mentioned. Presented 22nd March, 1915.—*Mr. Loggie.*
Not printed

200. Return to an Order of the House of the 15th February, 1915, for a copy of all letters, telegrams and correspondence had by Margaret Lynch, or any person representing her, with reference to the expropriation of certain land beolnging to the said Margaret Lynch in the city of Fredericton, province of New Brunswick, by the Intercolonial Railway, and also of all letters, telegrams and correspondence had with F. P. Gutelius or any other official of the Intercolonial Railway with reference thereto. Presented 22nd March, 1915.—*Mr. Carvell*.. .. ..*Not printed.*

201. Return to an Order of the House of the 3rd March, 1915, for a copy of all documents bearing on the payment made to C. R. Scoles, New Carlisle, Quebec, in July, 1914, of balance of subsidy voted to the Atlantic and Lake Superior Railway on the recommendation of the Financial Comptroller. Presented 22nd March, 1915.—*Mr. Marcil.*
Not printed.

202. Return to an Order of the House of the 1st March, 1915, for a copy of all letters, telegrams, correspondence and reports relating to the purchase of the New Brunswick and Prince Edward Island Railway, extending from Sackville to Cape Tormentine, county of Westmorland. Presented 22nd March, 1915.—*Mr. Copp*.. .. ..*Not printed.*

203. Return to an Order of the House of the 1st March, 1915, for a copy of the tariff on flour shipments now in force on the Quebec Central Railway and the Atlantic, Quebec and Western Railway. Presented 22nd March, 1915.—*Mr. Marcil*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

204. Return to an Order of the House of the 22nd February, 1915, for a copy of all petitions, correspondence, complaints, reports and other documents relating to the dismissal of Alfred H. Bonnyman, postmaster of Mattatall Lake, in the county of Colchester, N.S. Presented 24th March, 1915.—*Mr. Sinclair*.. .. ..*Not printed.*

205. Return to an Address to His Royal Highness the Governor General, of the 1st March, 1915, for a copy of all correspondence, documents, charges, evidence, findings and Orders in Council in reference to the dismissal of John Thomas, postmaster at Hammond's Plain, Halifax County, N.S. Presented 24th March, 1915.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

205a. Supplementary Return to an Address to His Royal Highness the Governor General, of the 1st March, 1915, for a copy of all correspondence, documents, charges, evidence, findings and Orders in Council in reference to the dismissal of John Thomas, postmaster at Hammond's Plain, Halifax County, N.S. Presented 8th April, 1915.—*Mr. Maclean (Halifax)*... .. ..*Not printed.*

206. Certified copy of a Report of the Committee ofthe Privy Council, approved by His Royal Highness the Governor General, with reference to the question of providing adequate pensionary assistance for officers and men disabled or partially disabled on active service or for the dependents of such officers and men should they be killed on active service. Presented by Sir Robert Borden, 24th March, 1915... .. .. *Not printed.*

207. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. From how many firms or private individuals the Government, or any department of the Government has ordered saddles since the 1st of July, 1914? 2. The names of these firms? 3. How many saddles have been ordered from each firm? 4. How many saddles each firm has delivered up to date? 5. How many saddles each firm has yet to deliver? 6. The price each firm is receiving for these saddles? Presented 26th March, 1915.—*Mr. Murphy*.. .. ..*Not printed.*

208. Return to an Order of the House of the 8th March, 1915, for a copy of all correspondence, letters, telegrams and other documents relating to the dismissal of Mr. P. B. Hurlbert, postmaster at Springdale, Yarmouth County, N.S., and the removal of the office. Presented 30th March, 1915.—*Mr. Law*.. .. ..*Not printed.*

209 Return to an Order of the House of the 8th March, 1915, for a copy of all letters, petitions, telegrams and correspondence between the Hon. L. P. Pelletier, ex-Postmaster General and any person or persons of the county of Lévis, which during the month of April, 1912, had any connection with the appointment of G. A. Marois to a position in the customs office at Quebec, and the appointment of J. E. Gingras as postmaster of St. Romuald and Etchemin. Presented 30th March, 1915.—*Mr. Bourassa.*
Not printed.

210. Return to an Order of the House of the 22nd February, 1915, for a copy of all letters, telegrams, petitions and documents of all kinds in possession of the Post Office Department, referring in any way to the conduct of the postmaster at Grand Etang since his appointment until the present date. Presented 0th March, 1915.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

211. Return to an Order of the House of the 1st March, 1915, for a copy of all telegrams, letters, papers, documents, evidence and reports, in connection with the dismissal of Charles H. Marshall as postmaster at Nanton, Alberta. Presented 30th March, 1915.—*Mr. Warwick*.. .. ..*Not printed.*

212. Return to an Order of the House of the 1st March, 1915, for a copy of the report of the officer in charge of the lobster hatchery at Port Daniel West, and of the report of the inspection thereof for the season 1914. Presented 31st March, 1915.—*Mr. Marcil.*
Not printed.

213. Return to an Order of the House of the 24th February, 1915, for a copy of all correspondence, petitions, documents, etc., in connection with a petition of Donald Williams and others in respect to the regulation of fish traps in Green Harbour and vicinity. Presented 31st March, 1915.—*Mr. Law*.. .. ..*Not printed.*

214. Return to an Order of the House of the 9th February, 1915, for a copy of all correspondence, petitions, departmental recommendations and other papers and documents in the Department of Marine and Fisheries relating to the definition of a "coasting voyage," as defined in the Canada Shipping Act since the revision of the statutes in 1886. Presented 1st April, 1915.—*Mr. Sinclair*,. .. ..*Not printed.*

215. Return to an Order of the House of the 1st March, 1915, for a copy of all advertisements, tenders, contracts, vouchers, letters, documents, etc., relating to the establishment of the ferry service between the City of Halifax and Dartmouth, N.S., for the employees of the Marine and Fisheries Department at Halifax, N.S. Presented 1st April, 1915.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

216. Return to an Order of the House of the 24th February, 1915, for a copy of all pay-rolls, vouchers in detail, correspondence and all other documents in connection with the following public wharves in Shelburne; breakwater or wharf at East Green Harbour; shed on public wharf at Shelburne, and repairs to Gunning Cove wharf. Presented 1st April, 1915.—*Mr. Law*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

228. Return to an Address to His Royal Highness the Governor General of the 19th February, 1915, for a copy of all Orders in Council, letters and telegrams exchanged between the Dominion Government and the several provinces, concerning the proposed transfer of fisheries in tidal waters from the Provincial to the Federal control. Presented 1st April, 1915.—*Mr. Lemieux*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

239. Return to an Address to His Royal Highness the Governor General, of the 23rd February, 1915, for a copy of all letters, telegrams, reports, recommendations, Orders in Council and all other documents and papers in connection with rewards to the officers and crews of steamers *John L. Cann* and *Westport III*, for their heroic efforts in saving the passengers and crews of ss. *Cobequid*, wrecked on Trinity Lodge, 13th January, 1914. Presented 7th April, 1915.—*Mr. Law*.. .. ..*Not printed.*

240. Return to an Order of the House of the 29th March, 1915, for a copy of all documents, letters, telegrams, reports, etc., relating to the dismissal of Alexandre Blais, of the city of Lévis, from the position of customs officer at Bradore Bay, and the appointment of his successor or successors. Presented 7th April, 1915.—*Mr. Bourassa*.. ..*Not printed.*

241. A Return to an Address of the Senate dated 18th March, 1915, for:—1. A return showing all appointments to the Civil Service, Department of the Interior, in that area contained in the present constituencies of Medicine Hat and Macleod, giving names, date of appointment, how appointed, and salaries from the year 1896 to the present date. 2. Also, all vacancies by death, resignation or dismissal, giving name, date, length of service and cause of dismissal in the same area and during the same period.—(*Senate*). *Not printed.*

242. Return to an Order of the House of the 1st March, 1915, for a copy of charges made against J. Herbert Sweetman, customs officer at Port Daniel Centre, Quebec, which brought about his dismissal; and also of charges against Velson Horie, lighthouse keeper at Port Daniel West, Quebec, which brought about his dismissal. Presented 8th April, 1915.—*Mr. Marcil* (*Bonaventure*).. .. .. *Not printed.*

243. Return to an Order of the House of the 22nd February, 1915, for a copy of all correspondence, recommendations, petitions, contracts, tenders and other papers and documents in any way connected with the letting of the contract for carrying the mails between Guysborough and Erinville, N.S. Presented 8th April, 1915.—*Mr. Sinclair*. *Not printed.*

244. Return to an Order of the House of the 10th March, 1915, for a copy of all reports, petitions, letters, telegrams and other documents in connection with the dismissal of W. M. Thomson from the postmastership at Fort Qu'Appelle, and of any petition or petitions for his reinstatement, and of all correspondence in connection therewith. Presented 8th April, 1915.—*Mr. Thomson* (*Qu'Appelle*).. .. ..*Not printed.*

245. Return to an Order of the House of the 22nd March, 1915, for a copy of all letters, telegrams, correspondence and petitions received in the Post Office Department, in any way referring to the calling of tenders for the Antigonish-Sherbrooke mail service, which tenders were opened or due at the Post Office Department on the 11th December last; and of all representations or requests, recommending or suggesting that new tenders should be invited as was done early in February last. Presented 8th April, 1915. —*Mr. Chisholm* (*Inverness*).. .. ..*Not printed.*

246. Return to an Order of the House of the 3rd March, 1915, for a copy of all letters, telegrams, papers and other documents in regard to a proposed rural mail delivery service between Pictou and Saltsprings, Pictou county, and as to the arrangements for the existing service between those points. Presented 8th April, 1915.—*Mr. Macdonald*. *Not printed.*

247. Return to an Address of His Royal Highness the Governor General, of the 1st March, 1915, for a copy of all letters, telegrams, reports, recommendations, Orders in Council, and all other documents and papers whatsoever relating to or in any wise connected with the establishment of rural mail routes and deliveries from Bridgetown to Granville Ferry, county of Annapolis, and especially of all letters, telegrams, reports, recommendations and documents relating to the closing of the post offices at Belleisle, Upper Granville, and the establishment of the post office at Granville Centre, all in the county of Annapolis. Presented 8th April, 1915.—*Mr. Macdonald*.. .. ..*Not printed.*

248. Return to an Order of the House of the 22nd February, 1915, for a copy of all telegrams, letters, reports, petitions and all other documents in any way referring to the proposed line of railway from Orangedale to Cheticamp. Presented 9th April, 1915.—*Mr. Chisholm* (*Inverness*).. .. ..*Not printed.*

249. Return to an Order of the House of the 11th March, 1915, for a copy of all documents, investigations, reports, correspondence, etc., relating to the burning of certain buildings belonging to the Trois Pistoles Pulp and Lumber Company and to André Leblond, near Tobin station, on the Intercolonial Railway. Presented 9th April, 1915.—*Mr. Lapointe* (*Kamouraska*)..' .. ..*Not printed.*

250. Return to an Order of the House of the 18th March, 1915, for a return showing the names of all officials, assistants and clerks, employed in the railway offices at Moncton, N.B., and the salary paid to each; also the names of officials formerly employed in said offices who have been retired on superannuation allowance, and the amount of retiring allowance being paid to each. Presented 9th April, 1915.—*Mr. Copp*.. ..*Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

251. Return to an Order of the House of the 24th March, 1915, for a return showing the names of all persons from whom lands have been purchased, the quantity of land so acquired, and the amount paid therefor, in connection with the Dartmouth and Dean's Post Office Branch of the Intercolonial Railway since the date of return numbered 128 made to Parliament at the last regular session thereof. Presented 9th April, 1915.—*Mr. Maclean (Halifax)*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

260*b*. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. From how many firms or private individuals the Government or any department of the Government, has ordered service shirts since the 1st of July, 1914? 2. The names of these firms? 3. How many service shirts have been ordered from each firm? 4. How many each firm has delivered up to date? 5. How many each firm has yet to deliver? 6. The price each firm is receiving for these service shirts? Presented 10th April, 1915.—*Mr. Carroll*. . . . . *Not printed.*

260*c*. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. From how many firms or private individuals the Government or any department of the Government, has ordered winter shirts since the 1st of July, 1914? 2. The names of these firms? 3. How many winter shirts have been ordered from each firm? 4. How many each firm has delivered up to date? 5. How many each firm has yet to deliver? 6. The price each firm is receiving for these winter shirts? Presented 12th April, 1915. *Mr. Carroll*. . . . . *Not printed.*

261. Return to an Order of the House of the 11th March, 1915, for a return showing:—1. What medical supplies or other materials have been purchased since 1st August, 1914, by the Government, or any department of the Government, from Mr. T. A. Brownlee, of Ottawa? 2. The quantities of goods purchased from him and the prices paid? 3. Whether the Government, or any? department of the Government, prepared a schedule of rates tos how what constitutes a fair and reasonable price for such goods purchased? 4. If so, if a careful check was made to see that a fair and reasonable price was charged? 5. The total value of the goods delivered up to date? 6. The total value of the goods which have been ordered from Mr. T. A. Brownlee, but which to this date have not been delivered? Presented 9th April, 1915.—*Mr. Kyte*. . . . . *Not printed.*

262. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. From how many firms or private individuals the Government, or any department of the Government, has ordered kit bags since the 31st of July, 1914? 2. The names of these firms? 3. How many kit bags have been ordered from each firm? 4. How many each firm has delivered up to date? 5. How many each firm has yet to deliver? 6. The price each firm is receiving for these kit bags? Presented 9th April, 1915.—*Mr. Kyte*. *Not printed.*

263. Return to an Order of the House of the 11th March, 1915, for a return showing:—1. What medical supplies or other materials have been purchased since 1st August, 1914, by the Government, or any department of the Government, from Mr. S. J. Stevenson, or the Waverley Pharmacy? 2. The quantities of goods purchased from him and the prices paid? 3. Whether the Government, or any department of the Government, prepared a schedule of rates to show what constitutes a fair and reasonable price for such goods purchased? 4. If so, if a careful check was made to see that a fair and reasonable price was charged? 5. The total value of the goods delivered by Mr Stevenson, or Waverley Pharmacy, up to date? 6. The total value of the goods which have been ordered from Mr. S. J. Stevenson, or Waverley Pharmacy, but which to this date have not been delivered? Presented 9th April, 1915.—*Mr. Chisholm (Antigonish)*. *Not printed.*

264. Return to an Order of the House of the 8th March, 1915, for a return showing:—1. From how many firms or private individuals the Government, or any department of the Government, has ordered suits of underwear since the 1st July, 1914? 2. The names of these firms? 3. How many suits of underwear have been ordered from each firm? 4. How many each firm has delivered up to date? 5. How many each firm has yet to deliver? 6. The price each firm is receiving for these suits of underwear? Presented 9th April, 1915.—*Mr. Lapo*. . . . . *Not printed.*

265. Return to an Order of the House of the 11th March, 1915, for a return showing:—1. What medical supplies or other materials have been purchased since 1st August, 1914, by the Government, or any department of the Government, from Mr. W. B. McDonald, of Ottawa? 2. The quantities of goods purchased from him and the prices paid? 3. Whether the Government, or any department of the Government, prepared a schedule of rates to show what constitutes a fair and reasonable price for such goods purchased? 4. If so, if a careful check was made to see that a fair and reasonable price was charged? 5. The total value of the goods delivered by Mr. McDonald up to date? 6. The total value of the goods which have been ordered from Mr. McDonald, but which to this date have not been delivered? Presented 9th April, 1915.—*Mr. Carroll.* *Not printed.*

266. Report of Thomas R. Ferguson, commissioner appointed to investigate matters pertaining to the Blood Indian Reserve and the acquisition of certain Indian lands by Messrs. James A. Stuart, Frank Pedley and William J. White, together with the evidence taken in the said investigation. Presented by Hon. Mr. Coderre, 10th April, 1915. *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

267. Return to an Order of the House of the 17th March, 1915, for a copy of all petitions, letters, documents, etc., between persons in the province of Nova Scotia and the Department of Trade and Commerce since 1st August last, with regard to Atlantic ocean freight rates on subsidized steamers or otherwise. Presented 10th April, 1915.—*Mr. Maclean (Halifax)*.. .. .. .

CONTENTS OF VOLUME 28—*Continued.*

278. Return to an Order of the House of the 8th April, 1915, for a return showing:—1. The number of employees connected with the administration of the Three Rivers post office on the 21st September, 1911, and the annual amount paid in salaries at that date for such service. 2. The number of employees connected with the administration of the Three Rivers post office at the present date, and the amount of the annual salaries paid for such service. 3. The number of employees in the Customs Department for Three Rivers on the 21st September, 1911, and the amount of the annual salaries paid for such service. 4. The number of employees in the Customs Department for Three Rivers at the present date, and the annual amount of the salaries paid for such service. 5. The number of employees in the Inland Revenue Department for the district of Three Rivers on the 21st September, 1911, and the annual amount of salaries paid for such service. 6. The number of employees at the present date in the Inland Revenue Department for the district of Three Rivers, and the amount of the annual salaries paid for such service. 7. The number of employees, and the amount paid in salaries for the works on the St. Maurice, in the county of Champlain, during the year 1911-12. 8. The number of employees, and the amount of salaries paid per year for the works on the St. Maurice, in the county of Champlain, since 1911-12. 9. If the employees whose names follow, were dismissed on the 26th and 27th November, 1914, and the 4th and 5th January, 1915; Wildé Lavalée, Pierre Thicierge, Joseph Paquin, sr., Joseph Paquin, jr., Athanase Gélinas, clerks. 10. If so, at whose request, and for what reasons. 11. If those days were taken off the salaries of such employees. Presented 13th April, 1915.—*Mr. Bureau*.. .. .. *Not printed.*

279. Return to an Order of the House of the 4th March, 1915, for a copy of all documents bearing on the removal of the salmon retaining pond from Flat Lands to New Mills, N.B., and of all reports on the operations thereof, with a detailed statement of outlay and cost of removal, installation and operation. Presented 13th April, 1915.—*Mr. Marcil*.. .. .. *Not printed.*

280. Return to an Address to His Royal Highness the Governor General of the 3rd February, 1913, for a copy of all Orders in Council, letters, telegrams, reports, petitions and other papers and documents in the possession of the Department of Marine and Fisheries, or any department of the Government, relating to the granting of licenses to pack lobsters, and bearing date between 1st January, 1912, and 25th January, 1913. Presented 13th April, 1915.—*Mr. Sinclair*.. .. .. *Not printed.*

281. Report of Thomas R. Ferguson, K.C., commissioner appointed to investigate into all matters relating to, or connected with, the application for (although such application may not have been granted, or may still be pending) the sale, lease, grant, exchange, or other disposition by any means whatsoever, since the first day of July, 1896, of:—(a) Dominion Lands; (b) Timber and mineral lands and mining rights and privileges, including coal, petroleum, and gas lands and rights and irrigation tracts or lands, and the cutting of timber upon Government lands; (c) Water-power and rights; (d) Indian Lands and Indian Reserves: under authority or purporting to be under the authority of the Dominion Lands Acts, and Irrigation Act, or other statutes of the Parliament of Canada, and the acts or proceedings of any person or corporation in relation to the matters foresaid. Presented by Hon. Mr. Coderre, 13th April, 1915. *Not printed.*

282. Report and evidence upon the matter known as: "Timber Berths 550½ and 528, Howard Douglas, R. E. A. Leech, D. J. McDonald, and others." Presented by Hon. Mr. Coderre, 13th April, 1915... .. .. *Not printed.*

283. Report and evidence upon the matter known as: "The Kananaskis Coal Company, Limited, Howard Douglas, George E. Hunter, Walter Garrett, and others." Presented by Hon. Mr. Coderre, 13th April, 1915.. .. .. *Not printed.*

284. Report and evidence upon the matter known as: "Blood Indian Reserve and Frank Pedley." Presented by Hon. Mr. Coderre, 13th April, 1915.. .. .. *Not printed.*

285. Report and evidence upon the matter known as: "Southern Alberta Land Company, Limited, and Grand Forks Cattle Company, J. D. McGregor, Arthur Hitchcock, and others." Presented by Hon. Mr. Coderre, 13th April, 1915.. .. .. *Not printed.*

286. Report and evidence upon the matter known as: "The Bulletin Company, Limited, the Honourable Frank Oliver, and the Grand Trunk Pacific Railway Company." Presented by Hon. Mr. Coderre, 13th April, 1915. .. .. *Not printed.*

287. Report and evidence upon the matter known as: "Aylwin Irrigation Tract, E. A. Robert and J. D. McGregor." Presented by Hon. Mr. Coderre, 13th April, 1915... *Not printed.*

288. Report and evidence upon the matter known as: "Timber Berths 1107 and 1108, W. H. Nolan, A. W. Fraser, and J. G. Turiff." Presented by Hon. Mr. Coderre, 13th April, 1915.. .. .. *Not printed.*

CONTENTS OF VOLUME 28—*Continued.*

289. Report and evidence upon the matter known as: "Grazing Ranch No. 2422, J. G. Turriff, A. J. Adamson, and J. D. McGregor." Presented by Hon. Mr. Coderre, 13th April, 1915.. .. .. .

REPORT

OF THE

DEPARTMENT OF LABOUR

FOR THE

Fiscal Year Ending March 31, 1914

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY J. de L. TACHÉ, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1914

[No. 36—1915.] *Price 10 cents*

To His Royal Highness, Field Marshal Prince Arthur William Patrick Albert, Duke of Connaught and of Strathearn, K.G., K.T., etc., etc., etc., Governor General and Commander-in-Chief of the Dominion of Canada.

May it Please Your Royal Highness:

The undersigned has the honour to forward to Your Royal Highness the accompanying Report of the Deputy Minister on the work of the Department of Labour of the Dominion of Canada, for the fiscal year ended March 31, 1914, all of which is respectfully submitted.

T. W. CROTHERS,

Minister of Labour.

CONTENTS.

PAGE.

Introductory 7

I. The *Labour Gazette* 14

II. Work of the Fair Wages Branch of the Department 25

III. Fair Wages Complaints investigated by the Department of Labour during the fiscal year ending March 31, 1914 43

IV. Inspection of Railway Construction Works 62

V. Report of Royal Commission on Industrial Training and Technical Education 65

VI. Special Report on Wholesale Prices in Canada during 1913 89

VII. Special Report on Labour Organization in Canada, 1913 107

VIII. Special Report on Strikes and Lockouts, 1901-1912 116

IX. Strikes and Lockouts in Canada, 1913 125

X. Industrial Accidents in Canada, 1913 149

XI. Distribution of *Labour Gazette* and other publications 166

XII. Circulation of *Labour Gazette* 170

REPORT

OF THE

DEPUTY MINISTER OF LABOUR

FOR THE

Fiscal Year Ended March 31, 1914.

To the Honourable T. W. Crothers, M.P.,
Minister of Labour.

Sir,—I have the honour to submit a report on the work of the Department of Labour for the fiscal year ending March 31, 1914.

There were, almost from the beginning of the financial year 1913-14, evidences in Canada of financial and economic disturbances, which were apparently common to many leading countries of the world. There had been, in fact, during the closing months of the preceding fiscal year some premonitions of these conditions. Tightness of money tended to restrain business operations, and the effect of this situation on the industrial situation soon became visible. Diminished activity in the building trades, and, to a less extent, in other industrial groups, brought about considerable unemployment. The unusual mildness of weather during the early part of the winter of 1913-14, particularly in Western Canada, fortunately permitted the continuation of railroad construction and much other out-of-door work several weeks beyond the usual date, a fact which tended to mitigate the severer aspects of the industrial situation.

The widespread character of the commercial depression was illustrated in the statistics as to immigration for the financial year. The total immigration for 1913-14 was but slightly under the large figures of 1912-13, the figures being respectively for 1912-13, 402,434, and for 1913-14, 384,867. The immigration figures for 1912-13 were the highest ever recorded for Canada. An examination of the monthly returns on this subject, however, will show that the record of the earlier months of 1913-14 seemed to indicate that the high record reached during the year 1912-13 would be greatly exceeded for the new year. Beginning from the month of August, however, a decline in the volume of immigration set in, and by the end of the financial year the number of newcomers to Canada, month by month, was about one-half that recorded for the preceding year. The large increase, however, in the earlier months of 1913-14, when immigration is usually at its heaviest, left the volume for the year at the high figure of 384,867, or only four per cent. under the enormous total of 1912-13. Indications of political unrest in Europe continued throughout the year. The war among the Balkan nations reached a conclusion without directly involving the greater nations, but the earlier summer months of 1914 were not without indications that the danger had not wholly passed away, and, at date of writing, the outlook from this point of view is not encouraging. While these matters undoubtedly tended to depress

industrial conditions in Canada, there was much ground for the view that Canada was, on the whole, well standing the unusual strain, and was, perhaps, not, in this respect, so severely pressed as many other countries.

So far as concerns industrial disputes, which, however, are compiled for the calendar year and not for the fiscal year, the situation for 1913 was about as for 1912. The number of strikes was somewhat smaller, 113 for 1913, as against 150 for 1912. In Time Losses, perhaps the truest test of the cost of strikes to a community, the position was not quite as good as that for 1912, but greatly better than that for 1911. The respective Time Losses for the years named were as follows: 1911, 2,046,650; 1912, 1,099,208; 1913, 1,287,678. Of the disputes of 1913, however, one only can be said to have assumed a serious character, that, namely, between the coal mine operators of Vancouver Island and their employees.

INDUSTRIAL DISPUTES.

The dispute in the coal mines of Vancouver Island began, it will be remembered, in September, 1912, at the mines of the Canadian Collieries, Limited, at Cumberland and Extension. The difficulty at these points remained unsettled at the end of 1912, though the collieries had resumed work, and the output had, in some mines, reached the normal figure. Work was continued at these collieries during the early months of 1913. In May, 1913, the trouble spread to collieries controlled by other companies at Nanaimo and South Wellington. Three companies were involved in these later troubles, namely, the Western Fuel Company at Nanaimo, the Pacific Coast Coal Mines, Limited, at South Wellington, and the Vancouver-Nanaimo Coal Company, Limited, known generally as the Jingle Pot, at Nanaimo. The strike began on or about May 1, 1913, having been called without preliminary negotiation between the respective companies and the miners.

The second dispute grew undoubtedly out of the first, though the connection is not clear. Alleged discrimination against unionism was the origin of the trouble at Cumberland and Extension in September, 1912, but subsequent events proved that both at these points and at the points which became involved in later phases of the struggle union recognition was the essential point of dispute. The strike of May 1, 1913, had continued for some months when the companies involved opened up their mines with such labour as was available. It will not be overlooked that coal mining is an industry falling within the scope of the Industrial Disputes Investigation Act, but the strike had been entered without apparent regard to this fact. No application was received at any time from either party for the establishment of a Board, and the establishment of a Board was not, therefore, practicable. Such efforts, however, as were otherwise possible were made to bring together the parties involved in the dispute. The Minister of Labour visited the scene of the dispute in the summer of 1913. Mr. S. Price also was appointed a Royal Commissioner to investigate the dispute and to report thereon. In November, 1913, the Deputy Minister of Labour visited the scene of the dispute and proffered his good offices. At this time the chief point of contest was as between the Western Fuel Company at Nanaimo and its former employees. The Deputy Minister became the medium of negotiation, but no arrangement could be reached. Mr. J. D. McNiven, the representative of the Department resident in British Columbia, was also continually in touch with the situation, and, by the Minister's instructions, lent his good offices freely to the advancement of any movement offering a prospect of settlement. One of the most unfortunate aspects of the dispute is found in the disturbances that occurred at different points in the

affected area on August 18th and 19th. One or two persons were injured and many men were arrested. As a consequence of this disturbance numerous special provincial constables and some detachments of militia were sent into the district by the local authorities. Work was again gradually resumed, and there was no renewal of the trouble. The mines at Cumberland had been producing their normal output almost from the beginning of the year. At Extension the normal output had been about reached when the disturbances of August necessitated a temporary closing down. Work at this point was again shortly resumed. At Nanaimo several mines were opened, and by the end of the year a respectable output had been reached, though the figure remained much below that preceding the strike, and one mine was understood to have been rendered out of condition by flooding and otherwise, consequent on difficulties arising out of the dispute. At South Wellington work proceeded with a restricted output. The company controlling the Jingle Pot mine came to an agreement with its employees, and work proceeded generally from the month of August shortly following the disturbances.

A comprehensive statement of the circumstances attending the outbreak of this dispute and its continuance up to July, 1913, appears in the published report of the inquiry made by Mr. S. Price under Royal Commission, and copies of this report were extensively distributed by the Department. The dispute had not been settled at the close of the financial year, but information received in the Department tended to show that the strike had then become largely ineffective. Work was proceeding at all points affected. The operators were no doubt in some cases, particularly in the case of the Western Fuel Company, hampered by lack of suitable labour, while the men were obviously feeling the effect of the long strain on their resources. About the end of June, 1914, statements were published in the press as emanating from officers of the union concerned, the United Mine Workers' Association, indicating that the union would shortly cease its support of the strike. At the time of writing (early July) it is learned that this step was taken and the union withdrew from the struggle. Audited statements of the union show that its expenditure on the strike at the various points involved from September, 1912, was about $1,500,000. No formal settlement has as yet occurred as a sequel to the withdrawal of the union, but it is thought likely that without perhaps a formal settlement of the protracted disputes the mine operators and the workers will now shortly find means of working together, the most likely basis being the removal by the operators of their ban on the union and the withdrawal by the miners of their demand for union recognition. This would no doubt permit the gradual replacement of the more skilled of the former workers who still have their homes in the district affected. This strike, now apparently nearing its close, promises to rival that of Springhill, N.S., (1909-1911) in intensity and duration, and the two struggles resemble each other in may ways. In each case the industry was that of coal mining, and the union concerned was the United Mine Workers' Association. Union recognition was also in each case the essential point of dispute. The strike at Springhill was but one of a number of disputes occurring almost simultaneously at various points in Nova Scotia; so also in the present case the dispute covered all coal mines on Vancouver Island.*

Apart from the coal mining troubles on Vancouver Island none of the strikes or lockouts of the year were of serious magnitude. Perhaps the most

*The proof reading of these pages furnishes opportunity to add the date of the formal closing of the strike on Vancouver Island on August 19, when the men, assembled at Nanaimo, passed a resolution to that effect. The strike has lasted twenty-two months, practically the period also of the coal miners' strike at Springhill, N.S.

notable among other disputes than the coal strike was that affecting the sawmills in St. John, where friction between the mill owners and their employees caused a lockout during the summer months. The struggle began with a demand from raftsmen, pondsmen and pilers, for increased wages, resulting in the closing of the mills in June. About 1,500 men were affected during most of the summer, though many of these had not been directly concerned in the demand for higher wages. The mills were reopened in September without any important change in conditions from those prevailing when the difficulties began.

As mentioned on a preceding page, the Time Losses for the year were 1,287,678 work-days. Practically two-thirds of these losses are contained in the single coal-mining dispute on Vancouver Island, leaving relatively small losses to be distributed over other industries throughout the various provinces. Scattered troubles occurred in the building trades and clothing trades, not however affecting these industries very seriously at any given point. The coal mining strike in British Columbia is again responsible for the fact that British Columbia is to be credited with a large proportion of the Time Losses of the year, notwithstanding the fact that nearly one-half the actual disputes occurred in Ontario. Putting the matter in another way, the 51 strikes occurring in Ontario were responsible for Time Losses of 219,608 days, while the 15 strikes occurring in British Columbia were responsible for Time Losses reaching 756,202 days. The difficulty among the mill workers above mentioned is responsible mainly for the fact that New Brunswick is credited with Time Losses of 154,136 working days, Nova Scotia standing well by comparison with four disputes only and Time Losses limited to 18,324 working days. Manitoba, Saskatchewan and Alberta were little troubled with industrial disputes, 15 in all being reported among them, none of them serious in character, and resulting in total Time Losses of no more than about 40,000 working days. In the province of Quebec Time Losses, too, were relatively light, eighteen strikes being responsible for 85,751 lost work-days. Prince Edward Island, which has frequently a clean sheet as to these matters, comes this year barely into the record with one strike affecting eighteen employees who ceased work for two days, involving Time Losses of thirty-six days only; the workers concerned were steamboat firemen.

FAIR WAGES AND INSPECTION WORK.

The work of the Fair Wages Branch of the Department proceeded on the usual lines, but showed more activity than is recorded for any previous year. The number of Fair Wages Schedules prepared during the year was 552, as against 384 during the preceding fiscal year. The contracts for which these schedules were prepared were divided among the different Departments as follows:—

Public Works	327
Railways and Canals	120
Marine and Fisheries	45
Militia and Defence	49
Naval Service	3
Interior	3
Trade and Commerce	4
Agriculture	1

The total number of Fair Wages Schedules now furnished by the Department since its inception in 1900 is 3,126. These schedules are, it is now generally

understood, prepared in accordance with the Fair Wages Resolution passed by the House of Commons in 1900, and represent the minimum rate of wages payable to the several classes of labour employed under the various contracts controlled by the different Departments of the Dominion Government. A question arises sometimes as to whether or not the contractor is living up to the terms of the schedule which may be included in his contract. In most cases the Department controlling the contract is agreeable to the investigation of the complaint by the Department of Labour, and the result has usually been an adjustment of the grievance.

ROYAL COMMISSION ON INDUSTRIAL TRAINING AND TECHNICAL EDUCATION.

The report of the Royal Commission on Industrial Training and Technical Education was issued at about the end of the financial year. The report is of an exhaustive character, comprising four parts printed in four volumes. A chapter of the present volume sets forth, briefly, the features of the report and recommendations of the Commission. Briefly, the Commission advises an annual appropriation by the Dominion Parliament for each year during a period of ten years for the various aspects of industrial training and technical education, of the sum of three million three hundred and fifty thousand dollars, this amount to be distributed among the various provinces of Canada proportionately to population and subject to certain suggested requirements and conditions. Of the sum named, the Commission recommends that three hundred and fifty thousand dollars should apply particularly to the development and furtherance of elementary education in relation to industrial training and technical education, the larger sum of three million dollars becoming a Dominion development fund to be applied more generally for the purposes of industrial training. The recommendations include suggestions as to the plan under which the appropriation should be controlled, the Commission favouring a system of local and provincial development bodies ascending from local urban and local rural boards, through provincial development councils and commissions, to a Dominion Development Conference and a Dominion Development Commission, which last body would be the central authority controlling the general policy and administration. Copies of the complete report reached the Department in ample numbers shortly after the close of the fiscal year, and the work of distribution was taken up by the Department, several thousand copies being distributed to selected lists, and in response to a very large number of special enquiries received.

SPECIAL DEPARTMENTAL REPORTS OF THE YEAR.

Three special departmental reports appeared during the year: (1) Wholesale Prices in Canada, 1913, (2) Labour Organization in Canada, 1913, and (3) Strikes and Lockouts in Canada, 1901-1912. The first two of these reports have now been issued annually for several years. The last named represented a new departure, but will be, it is hoped, the first of a series of reports issuing regularly on the subject dealt with.

Referring for a moment to the report on Wholesale Prices, the fourth of its kind, it may be remarked that while the report was in general scope and arrangement on the same lines as its predecessors, the report for 1913 contained some interesting new features such as analyses of the prices movement and statistical detail bearing on conditions affecting prices, production, demand, trade conditions, etc. The general findings of the report as to prices, etc., were that the year 1913 had seen a cessation "in the rapid upward movement of prices which had been practically continuous since 1909, and it had brought

the general level by the end of 1912 to a point probably the highest within the present generation." "From a cost of living standpoint, therefore," it is remarked at another point in the introductory pages, "the statistics would indicate some alleviation of the situation, as it appeared in 1912, to the extent at least that there has been no intensification of the problem such as occurred with each successive year for some time past. The most notable exception to the contrary was in the case of meats, which reached a general level higher than ever previously experienced."

As to retail prices the general findings indicate as follows: "In retail prices a calculation of the weekly expenditure of a typical family of five on thirty-six staple articles of consumption in terms of the average prices for each month of the year in every city in Canada having a population of 10,000 and upwards shows the same level in the total expenditure for foods as in 1912, namely $7.34. Although meats were higher, potatoes, sugar, flour and some of the less important foods averaged lower. A slight increase, 4.8 per cent., appears in the cost of fuel and lighting, and an increase in rent of 3.2 per cent. The increase in the total weekly expenditure is, therefore, from $13.788 per week to $14.024, about 1.7 per cent."

The third annual report on Labour Organization in Canada, covering the calendar year 1913 and containing 191 pages, was issued somewhat after the close of the financial year. A statement of its general features appears in a chapter of this report. The report contained features common to previous reports on this subject and in addition included chapters on special subjects, as for instance "Labour Temples," "Labour Newspapers," etc. The statistics presented show that there had been during the calendar year 1913 considerable development in trades unionism, the total membership reported showing an increase of over fifteen thousand above the figures for 1912. The figures as to membership for the three years covered by previous reports issued on this subject are as follows:—1911, 133,132; 1912, 160,120; 1913, 175,799. There was a corresponding increase in the number of local branches, the total number of trades union branches in Canada at the end of 1913 being 2,017, an increase of 134 over the number reported in December, 1912.

The chapter found in the report on trade union beneficiary work shows that of the 101 international organizations having local branches in Canada, 72 have benefit features of varying extent. The grand total of the disbursements made on account of benefits by these organizations for the last fiscal year of the respective organizations is placed at $14,962,705. Nearly one-half of this amount was expended in death and disability benefits. These figures represent payments for the whole international area, disbursements in Canada presumably ranging in proportion to membership.

The information assembled in the report shows, amongst other things, the relative standing in trades unionism, 1912, of those countries in which trades unionism prevails. The membership reported for the world generally is 12,094,490, a slight increase over the figures reported for 1911. The returns show a more rapid rate of increase in Great Britain than in any other European country, Great Britain having now actually, as well as relatively, a larger membership than is found in any of the greater nations, Germany ranking second and the United States third. It is to Australia, however, that we must turn for the greatest measure of union membership relative to population, where the percentage of union membership to total population stands at 9.1 per cent., while in Great Britain the percentage is slightly lower, at 8.4 per cent. In Canada the percentage is 2.4 per cent.

GENERAL NOTES.

The publication of the *Labour Gazette* has continued on the lines followed in previous years and does not call for special comment.

The report of proceedings under the Industrial Disputes Investigation Act, 1907, is printed as a special appendix to the present volume, appearing under its own covers. This practice has been followed now for several years, and is found convenient in distributing copies of the report in response to the numerous enquiries which the Department continues to receive from many countries as to different aspects of this statute and its operations.

The Combines Investigation Act is administered also under the authority of the Minister of Labour. No report on this subject is made, there having been no formal proceedings under this statute during the past fiscal year. Enquiries were received in the Department from time to time as to different phases of the statute and its operation, and these and other correspondence receive due attention.

F. A. ACLAND.
Deputy Minister of Labour.

Department of Labour,
Ottawa, July, 1914.

I.—THE LABOUR GAZETTE.

The *Labour Gazette*, the official journal of the Department of Labour, has followed, in the main, the lines of previous years.

In the August number of the *Gazette* that part of the general summary which deals, under the heading of "Notes," with miscellaneous industrial items was enlarged, and the heading changed to read "Notes on Current Matters of Industrial Interest," the scope of the article being extended and subjects included thereunder given wider treatment.

Other regular features of the *Gazette*, embracing articles on such subjects as wholesale and retail prices, trade disputes, industrial agreements, fair wages schedules, industrial accidents, immigration and colonization, building permits, reports of Departments and Bureaus, and legal decisions affecting labour, have been continued as in past years. The regular article on the Industrial Disputes Investigation Act has appeared from month to month, as well as special articles on matters of industrial interest from time to time.

MONTHLY SUMMARY OF INDUSTRIAL CONDITIONS.

The review of industrial and labour conditions which appears as the leading article each month in *The Gazette* has been continued along the lines of previous years, the article being based, for the most part, on information received from correspondents of the *Labour Gazette*. The main portion is devoted to a summary of conditions of employment in the several industries and groups of trades in Canada, with a tabular statement showing to what extent industrial activity has prevailed from time to time, reviews being given in this connection of interruptions to industry such as fires and trade disputes; changes in wages and hours, conditions in agriculture, fishing, lumbering, mining, manufacturing, railroad construction, transportation, and in the various trades, with brief reference to Canadian revenue and trade, the article concluding with a number of notes on current matters of industrial interest. Following the general review are printed the monthly reports of the regular correspondents of the Department in various industrial centres of the Dominion, these reports relating to the general condition of the local labour market, local industries and conditions of employment generally. Next in order appear the reports of women correspondents, which deal more particularly with industrial conditions and social questions affecting working women.

INDUSTRIAL DISPUTES.

As in other years, the Department has published a monthly statement in The *Labour Gazette* relating to proceedings carried on under the Industrial Disputes Act, 1907. Reports of boards established under the Act have been published in full, and generally a complete resume has been given of the operation of the Act from month to month.

In addition to the monthly record of trade disputes, which has been continued as in previous years, there was published, in the February issue of the *Labour Gazette*, a review of trade disputes in Canada during the year 1913. This review showed a decrease in the number of disputes in Canada during 1913 as compared with the year 1912, there being 113 in the former year and 150 in the

latter. There were also fewer employees involved in trade disputes, the number being 39,536 in 1913, as compared with 40,511 during the previous year. The number of disputes actually commencing in 1913 was 106, thirty-two less than in 1912. The greatest number of disputes occurred in the building trades, there being thirty-one. Metal trades came next, with twenty-nine, and in the clothing trades there were ten, the greatest number of employees affected being in the clothing trades. There were two disputes in fishing, three in lumbering, and seven in mining. Woodworking and textile trades each accounted for three. In food and tobacco preparation there were four; general transport, eight; unskilled labour, seven, and miscellaneous, five. The greatest number of strikes occurred in the provinces of Ontario and Quebec, there being fifty-one in the former province and eighteen in the latter. British Columbia came next, with a total of fifteen.

CHANGES IN WAGES AND HOURS OF LABOUR.

The usual quarterly article on changes in wages and hours of labour has been continued, as well as a short statement in the general summary from month to month. The first of these quarterly articles appeared in the May issue of 1913, the second in the September, the third in November, and the fourth in the February, 1914, issues of the *Gazette*. Altogether during the year upwards of 54,000 employees were affected by changes in wages or hours of labour, the greatest number of employees concerned being those in the building and transport trades.

PRICES AND COST OF LIVING.

The *Labour Gazette* has contained the usual articles on wholesale and retail prices. In these articles an index number indicates the general wholesale price level of 272 representative commodities, divided into groups and sub-groups, and a table published each month shows the current level of prices compared with the preceding month and with the corresponding month of each year. The latest available index number of wholesale prices, with notes as to the most important changes, are given for Great Britain, the United States and France. The retail prices of some thirty staple commodities, including twenty-eight articles of food, with fuel, coal oil and rentals in fifty-five cities of Canada are given. Local correspondents to the *Labour Gazette* send in these prices as for the fifteenth of the month, with notes as to market conditions, and from these reports a statement is prepared for the *Labour Gazette*, showing the changes in price in each commodity throughout the Dominion, with notes as to the cause.

BUILDING OPERATIONS.

Statements have been published from month to month with comparative figures of building permits, these figures referring chiefly to localities in which there is a system of issuing building permits, returns of which are forwarded to the Department by its correspondents, or are obtained through correspondence with municipal officers. In addition to the monthly statements, there is an annual article; that referring to 1913 was published in the February, 1914, *Labour Gazette*. Statistics for this article are obtained, where possible, from municipalities having a population of 5,000 or upwards. Where a system of building permits was not maintained information was gathered from local architects, building contractors and others. Figures showing the amount of building in upwards of 100 localities were published in this special article. Building

construction during 1913 was shown to be considerably less than during 1912, all the provinces, with the exception of Quebec, showing a decrease, this decrease being most noticeable in the provinces of Manitoba, Saskatchewan, Alberta and British Columbia, where, out of thirty-six localities for which comparative statistics were obtained, thirty showed a decrease. Quebec showed an increase of slightly over $2,000,000 as compared with the figures for 1912. The largest increase for any one municipality was that at St. John, N.B., where an increase of $1,843,550 over the 1912 figures was recorded.

INDUSTRIAL AGREEMENTS.

Besides the agreements included in the statements of proceedings under the Industrial Disputes Investigation Act, the following copies of industrial agreements were published from time to time during the past year:—

Agreement between the Federated Trades Committee of the Intercolonial Railway and the Board of Management.

Agreement between the International Typographical Union, No. 248, Peterborough, and the Employing Printers of Peterborough.

Agreement between the Brotherhood of Painters, Decorators and Paperhangers of America, Local Union 739, Winnipeg, and the Master Painters' Association of that city.

Schedule of wages of the Steam and Operating Engineers, Port Arthur.

Agreement between the members of Local 227, Saskatoon, of the Brotherhood of Painters, Decorators and Paperhangers of America, and the Saskatoon Master Painters' and Decorators' Association.

Agreement between Ottawa Association of Sanitary and Heating Engineers and Local Union No. 71, United Association of Plumbers, Gas and Steam Fitters of United States and Canada.

Agreement between the Mason Contractors of Berlin and Waterloo, Ont., and the Bricklayers', Masons' and Plasterers' Union No. 12, of Berlin and Waterloo, Ont., of the B. M. and P. I. U. of America.

Agreement submitted by the Carpenters' Union of Niagara Falls to the employers, and approved of and signed by them.

Schedule for the Electrical Workers of Saskatoon.

Agreement between Master Tailors of Winnipeg and the Journeymen Tailors' Union, No. 70.

Mutual agreement between the Winnipeg Electric Railway Company and Local No. 435 of the International Brotherhood of Electrical Workers.

Mutual agreement between the City of Winnipeg Light and Power and Electrical Departments and Local No. 435 of the International Brotherhood of Electrical Workers.

Wage schedule of employees of the North Vancouver City Ferries, Limited.

Agreement among members of the Hotel and Restaurant Employees' Alliance, Local 459, Victoria, B.C.

Agreement governing granite cutting in Brownsburg, Que., 1912-1914, or longer.

Memorandum of regulations and schedule of wages to govern employees of the Plant Department of the Manitoba Government Telephones in the Province of Manitoba.

Journeymen Tailors' Union of America—Bill of Prices of Local Union No. 262 of Brockville.

Agreement entered into between the Brotherhood and Amalgamated Society of Carpenters and the Master Builders of the City of Brantford.

Scale of Prices of Victoria Typographical Union, No. 201.

Agreement between the Halifax Electric Tramway Company and employees.

Agreement between the Employing Bookbinders of Ottawa and International Brotherhood of Bookbinders, Local 173, of Ottawa.

Wage schedule agreed upon by the Board of Arbitration in the dispute of Toronto Hydro Electric Commission and Electrical Workers.

Agreement governing granite cutting in Toronto, 1913-1916.

Scale of prices of the London Typographical Union, No. 133, for newspapers and job work.

Agreement between Employing Printers of Port Arthur and the Port Arthur Typographical Union, No. 575.

Agreement between the Winnipeg Pressmen's Union, No. 87, and the Winnipeg Typothetæ.

An agreement between the Marine Association of British Columbia and the International Longshoremen's Association, on behalf of Locals 38-46 of Victoria.

Agreement between the Electrical Employees of the City of Fort William and the City of Fort William.

Rules and rates of pay for Maintenance-of-way Employees on the Canadian Northern Quebec Railway and Quebec and Lake St. John Railway.

Rules, regulations and rates of pay for Maintenance-of-way Employees on the Dominion Atlantic Railway.

Agreement between British Columbia Electric Railway Company and its Employees.

Agreement between the Contracting Plasterers and the members of the Operative Plasterers' International Association, Local 124, of Ottawa.

Agreement between members of the Upholsterers' International Union of North America, Local 49, Winnipeg, and Employees.

Agreement of Stonecutters, Toronto.

Agreement between the Printing Establishments of Saskatoon and No. 663 of the International Typographical Union.

By-law for regulation of wages and working conditions of Amalgamated Association of Street and Electric Railway Employees of America.

Agreement between Ottawa Typegraphical Union, No. 102, and the Employing Printers of Ottawa.

Agreement between Ottawa Typographical Union, No. 102, and the Ottawa Newspaper Publishers.

Rules and Regulations adopted by Steamfitters and Steamfitters' Helpers, Winnipeg.

Agreement between the Employing Printers of Medicine Hat and Typographical Union, No. 451, of that city.

SPECIAL ARTICLES.

The following special articles have been published in the *Labour Gazette* during the year:—

1. *Legislation enacted by the Dominion Parliament and by the Legislatures of the several provinces during 1913 affecting industrial and labour conditions* —Under this heading nine articles in all were published, as follows:—

(1) Dominion Legislation, November, 1913.
(2) Nova Scotia Legislation, October, 1913.
(3) New Brunswick Legislation, December, 1913.
(4) Quebec Legislation, April, 1913.
(5) Ontario Legislation, November, 1913.
(6) Manitoba Legislation, October, 1913.
(7) Saskatchewan Legislation, April, 1913, and March, 1914.
(8) Alberta Legislation, December, 1913.
(9) British Columbia Legislation, April, 1913, and October, 1913.

2. *Royal Commission on Labour Conditions in British Columbia.*—The April issue of the *Labour Gazette* contained an article dealing with the appointment of a Royal Commission in British Columbia by the Government of that province to look into the matter of labour conditions.

3. *A Department of Labour Created by the United States Government.*—An Act providing for the creation of a Department of Labour passed by the Congress of the United States received the assent of the President. The text of the Act is given in the *Labour Gazette* for April, 1913.

4. *Regulations for the Protection of Immigrants.*—An Order-in-Council was passed on the recommendation of the Honourable T. W. Crothers, Minister of Labour and Acting Minister of the Interior, prescribing regulations for the protection of immigrants seeking employment from companies, firms, and persons carrying on the business of intelligence offices, employment or labour agencies in Canada. The full text of the regulations was published in the May issue of the *Labour Gazette.*

5. *Report by Sir George Askwith, K.C.B., K.C.*—In the autumn of 1912 a visit was paid to Canada by Sir George Askwith, K.C.B., K.C., for the purpose of enquiring into the working of the Industrial Disputes Investigation Act, 1907. Excerpts of this report formed the basis of an article in the May issue of the *Labour Gazette.*

6. *Canada's Manufacturing Industries.*—The July issue of the *Labour Gazette* contained an article on Canada's Manufacturing Industries taken from a pamphlet issued by Professor Henry Laureys, of the Montreal Ecole des Hautes Etudes Commerciales.

7. *"La Federation Nationale St.-Jean-Baptiste."*—An article regarding "La Federation Nationale St-Jean-Baptiste" was prepared by Miss G. R. des Iles, correspondent to the *Labour Gazette* for Montreal, and published in the July issue.

8. *Establishment of a Free Employment Bureau at Winnipeg.*—The terms of a by-law establishing a free employment bureau in Winnipeg were published in the July issue of the *Labour Gazette.*

9. *Mediation and Arbitration of Railway Labour Disputes in the United States.*—An article appeared in the August number of the *Labour Gazette* dealing with the text of an enactment of the United States Congress entitled: "An Act providing for mediation and arbitration in controversies between certain employers and their employees."

10. *Vancouver Island Coal Strike.*—The September issue of the *Labour Gazette* contained an article bearing on the strike of coal miners on Vancouver Island, and reviewing the terms of an agreement entered into between the Vancouver-Nanaimo Coal Mining Company, of Nanaimo, B.C., and the United Mine Workers of America, District 28.

11. *Twenty-ninth Annual Convention of the Trades and Labour Congress of Canada.*—During September, 1913, the Trades and Labour Congress held its twenty-ninth annual convention at Montreal, and the various reports in connection therewith were published in the October issue of the *Labour Gazette.*

12. *Forty-second Annual Convention of the Canadian Manufacturers' Association.*—A brief review of the annual convention of the Canadian Manufacturers' Association, held at Halifax during September, was published in the October issue of the *Labour Gazette.*

13. *The Canadian Political Science Association.*—During September, 1913, the Canadian Political Science Association held its first annual conference and completed its organization at Ottawa. An account of this conference was given in the September issue of the *Labour Gazette.*

14. *Fifth Annual Convention of the Canadian Federation of Labour.*—The *Labour Gazette* for November, 1913, contained a report of the fifth annual convention of the Canadian Federation of Labour, held at Brockville during October.

15. *"Yardage" Dispute at Coal Creek and Michel.*—The November issue of the *Labour Gazette* contained the decision of the permanent committee on the question of interpretation.

16. *Workmen's Compensation in Ontario.*—The final report of the Honourable Sir William Ralph Meredith, C.J.O., was presented under date of October 31, 1913, and formed the basis of a special article in the December issue of the *Labour Gazette.*

17. *Renewal of the Agreement between the Dominion Coal Company and the Provincial Workmen's Association.*—The December, 1913, issue of the *Labour* Gazette contained an article on the renewal of this agreement.

18. *American Federation of Labour.*—A report of the proceedings enacted at the thirty-third annual convention of the American Federation of Labour was given briefly in the December, 1913, issue of the *Labour Gazette.*

19. *Commission Appointed on Cost of Living.*—The January, 1914, issue of the *Labour Gazette* contained a short article on the appointment of a Commission to enquire into the cost of living in Canada.

20. *Unemployment in Western Canada.*—An Order-in-Council prohibiting the entry of artisans and labourers at British Columbia ports formed the basis of an article in the January, 1914, issue of the *Labour Gazette.*

21. *Review of Labour Conditions in Canada during 1913.*—The January, 1914, issue of the *Labour Gazette* contained a brief review of labour conditions in Canada during 1913. The year 1913 was characterized in the later months by financial stringency, which was general throughout Canada. This stringency was first felt in the early months of the year, but its general effect did not seriously affect industrial conditions until the summer and fall months. Building permits were taken out freely, but work was held up in many cases through inability on the part of contractors to obtain the necessary funds for carrying out projected enterprises. Factories were generally working actively during the first part of the year; during the closing months, however, several establishments were running on short time, with reduced staffs. Agriculturists had a successful year, excellent weather prevailing for seeding and harvesting the crops. There was a decline in the products of the fisheries, largely owing to adverse weather conditions. In the lumbering industry a smaller cut of logs was made, and the mills were not running with their usual activity owing to a decrease in the demand for lumber. The year was a good one for mining. With the close of the outdoor season there were a considerably greater number of men unemployed than for the last few years. The greatest number of these belonged to the building trades and unskilled labouring classes. Trade was generally good throughout the

country. Foreign trade showed a large increase over the previous year. Immigration continued on an extensive scale, and in spite of the fact that unemployment was generally more pronounced than in 1912, the number of immigrants arriving exceeded those of the previous year. Among other favourable features of the year was the continuance, with little interruption, of extensive railroad construction, increases in the profits of banks, railroad and navigation companies, and the good crops.

22. *Strikes in Canada for Twelve Years—Review of Trade Disputes in Canada during 1913.*—A lengthy article under these two headings appeared in the February issue of the *Labour Gazette.*

23. *Unemployment in Canada During Winter Season 1913-14.*—An account was given in the February, 1914, issue of the *Labour Gazette* of the state of unemployment in the principal cities and towns of the Dominion, based on reports received from correspondents of the *Labour Gazette* and from other sources.

24. *British Columbia Federation of Labour.*—An article dealing with the fourth Annual Convention of the British Columbia Federation of Labour, held at New Westminster during January, was published in the February, 1914, issue of the *Labour Gazette.*

25. *Labour, Wages and Prices in the United Kingdom during 1913.*—A brief review of preliminary figures as regards wages, prices and labour disputes in the United Kingdom in 1913 was published in the February, 1914, issue of the *Labour Gazette.*

26. *Employment of Domestic Servants.*—A resolution passed by the Home and Domestic Employees' Union formed the basis of an article which was published in the March, 1913, issue of the *Labour Gazette.*

27. *International Conference for the Protection of Workpeople.*—The proposed subjects for discussion at the International Conference for the protection of workpeople were reviewed in the March, 1914, *Labour Gazette.*

28. *Convention of C. P. R. Federated Trades.*—A brief review of the proceedings of the convention of the C. P. R. Federated Trades, held at Winnipeg during February, was published in the March, 1914, issue of the *Labour Gazette.*

29. *Establishment of Parcel Post System.*—The inauguration of the Parcel Post System during February, 1914, was made the subject of an article which appeared in the March issue of the *Labour Gazette.*

SPECIAL REVIEWS.

A number of publications received at the Department during the year were reviewed in special articles as being of particular interest to labour. Some of the publications reviewed in this way were the following:—

1. The report of the commissioner appointed by the Ontario Government to investigate the hours of labour of underground workmen in Ontario mines, reviewed in the June issue of the *Labour Gazette.*

2. The report of the Canadian Royal Commission on Industrial Training and Technical Education, which was presented to the House of Commons by the Honourable T. W. Crothers, K.C., Minister of Labour, reviewed in the July issue of the Labour Gazette.

3. A review given of the first issue of a "Labour Bulletin," published by the Labour and Industrial Branch of the Australian Bureau of Census and Statistics, in the August issue of the *Labour Gazette.*

4. The report of the Department of Labour Statistics of the Board of Trade of the United Kingdom with regard to rents and retail prices of foods paid by workmen in a large number of cities throughout Great Britain and Ireland, reviewed in the September issue of the *Labour Gazette.*

5. The report of the commissioner appointed by the Honourable the Minister of Labour to investigate the labour troubles in the coal mines on Vancouver Island, reviewed in the October issue of the *Labour Gazette.*

6. A brief review in the January issue of the *Labour Gazette* of the report of the Royal Commission appointed by the Government of Saskatchewan to inquire into ways and means for establishing agricultural credit.

7. The operations of the Labour Exchanges in connection with the British Board of Trade during the year 1913, were reviewed in the March, 1914, issue of the *Labour Gazette.*

8. A brief review of the first number of the "Agricultural Gazette" issued by the Department of Agriculture was published in the March, 1914, issue of the *Labour Gazette.*

REVIEW OF BLUE BOOKS AND OFFICIAL REPORTS.

In addition to the publications mentioned above, many official blue books and reports containing information of interest from the standpoint of industry and labour, were reviewed, as in previous years, under the heading of "Reports of Departments and Bureaus," which appeared in each issue of the *Labour Gazette.* A complete list of these reports, classified according to the governments by which they were issued, is given below. It will be seen that among the publications which were noticed in this way were twenty-three issued by the Dominion of Canada, twenty issued by the various provinces of the Dominion, fifteen issued by Great Britain, two by New South Wales, one by Western Australia, one by New Zealand, one by Queensland, and twelve by the United States.

CANADA.

1. Report of the Comptroller of Railway Statistics of the Dominion for the year ended June 30, 1912.

2. Report of the Department of Railways and Canals—Canal Statistics for the Season of Navigation, 1912.

3. Report of the Conservation Commission on the Water-Works of Canada.

4. Report of the Department of Trade and Commerce for the year ended March 31st, 1912, on Grain Statistics.

5. Report of D. B. Dowling, of the Geological Survey, on The Coal Fields of Western Canada.

6. Report of the Fourth Annual Meeting of the Conservation Commission of Canada.

7. Report of the Conservation Commission of Canada on Oyster Farming in Prince Edward Island.

8. Report on Forest Products—Poles and Cross-Ties, by R. G. Lewis, B.Sc.F., Forestry Branch, Department of the Interior.

9. General Summary of the Mineral Production of Canada during the fiscal year 1912.

10. Report on Wood Using Industries of Canada, by R. G. Lewis, B.Sc.F., assisted by W. Guy H. Boyce, of the Forestry Branch, Department of the Interior.

11. Report of the Superintendent of Insurance of the Dominion of Canada for the year ended December 31st, 1912.

12. Report on Agriculture in British Columbia, 1910.

13. Forty-sixth Annual Report of the Department of Marine and Fisheries, 1912-13.

14. Report of the Minister of Public Works on Public Accounts for the fiscal year ended March 31st, 1913.

15. Report on the Production of Iron and Steel in Canada during the calendar year 1912.

16. Report of the Department of Trade and Commerce for the fiscal year ended March 31st, 1913.

17. Report of the Minister of Public Works on the works under his control for the fiscal year ended March 31, 1913.

18. Report of the Secretary of State of Canada for the year ending March 31st, 1913.

19. Report on the Production of Coal and Coke in Canada during the calendar year 1912.

20. Report on the Production of Cement, Lime, Clay Products, Stone and other structural materials in Canada during the calendar year 1912.

21. Telegraph Statistics of the Dominion of Canada for the year ended June 30, 1913.

22. Telephone Statistics of the Dominion of Canada for the year ended June 30, 1913.

23. Report by Wyatt Malcolm, of the Geological Survey, Department of Mines, on Oil and Gas Prospects of the Northwest provinces of Canada.

NOVA SCOTIA.

1. Fifth Annual Report of the Inspector of Factories of Nova Scotia for the year ended September 30, 1912.

2. Report of the Secretary of Industries and Immigration for the year 1912.

QUEBEC REPORTS.

1. General Report of the Minister of Public Works and Labour of the Province of Quebec for the year ending June 30, 1913.

ONTARIO REPORTS.

1. Eleventh Annual Report of the Timiskaming and Northern Ontario Railway Commission for the year ended October 31, 1912.

2. Sixth Annual Report of the Game and Fisheries Department of the Province of Ontario for the twelve months ended October 31, 1912.

3. Report on the Mining Accidents in Ontario in 1912, Bulletin No. 13, of the Bureau of Mines.

4. Thirteenth Report of the Bureau of Labour of the Province of Ontario for the year ended December 31, 1912.

5. Twenty-fifth Annual Report of the Inspectors of Factories of the Province for 1912.

6. Demonstration Lectures in Domestic Science (Foods and Cooking), Sewing and Home Nursing, by the Ontario Department of Agriculture.

7. Report on the Cobalt-Nickel Arsenides and Silver deposits of Timiskaming, including Cobalt and adjacent areas.

8. Seventh Annual Report of the Ontario Railway and Municipal Board, to December 31, 1912.

9. The Province of Ontario, printed by order of the Legislative Assembly of Ontario.

10. Report of the Minister of Lands, Forests and Mines for the Province of Ontario for year ending 31st of October, 1912.

11. Twenty-second Annual Report of the Bureau of Mines, 1913.

12. Annual Report of the Farmers' Institutes of the Province of Ontario, 1913. Part II.—Meetings and Statistics.

13. Report relating to the Registration of Births, Marriages and Deaths in the Province of Ontario for the year ending December 31, 1912.

14. Report of the Women's Institutes of the Province of Ontario, 1913. Part I.

SASKATCHEWAN REPORTS.

1. Annual Report of the Department of Public Works of the Province of Saskatchewan for the financial year 1912-13, ended February 28, 1913.

2. Annual Report of the Board of Highway Commissioners of the Province of Saskatchewan for the financial year 1912-13, ended February 28, 1913.

BRITISH COLUMBIA REPORTS.

1. Annual Report of the Minister of Mines, British Columbia, for the year ending December 31, 1912.

GREAT BRITAIN.

1. Tenth Report of the Board of Trade of the Proceedings under the Conciliation Act, 1896, for the year 1912.

2. Returns of Accidents and Casualties as reported to the Board of Trade by the several Railway Companies in the United Kingdom, during the year ended December 31, 1912.

3. Report of an inquiry by the Board of Trade into the earnings and hours of labour of workpeople of the United Kingdom in various trades in 1906.

4. Report of the Chief Registrar of Friendly Societies for the year ended December 31, 1912.

5. Inquiry into Industrial Agreements.

6. Reports from His Majesty's Minister at Pekin respecting the Opium Question in China, 1913.

7. Report on Changes in Rates of Wages and Hours of Labour in the United Kingdom in 1912, with Comparative Statistics.

8. Twenty-fifth Annual Report on Strikes and Lockouts and on Conciliation and Arbitration Boards in the United Kingdom in 1912, with Comparative Statistics.

9. Memoranda in reference to the Working of the Trade Boards Act.

10. Hours and Conditions of Employment of Van Boys and Warehouse Boys.

11. General Report by the Board of Trade upon Accidents that have occurred on Railways of the United Kingdom during the year 1912.

12. Annual Report of the Chief Inspector of Factories and Workshops for the year 1912.

13. Sixteenth Abstract of Labour Statistics of the United Kingdom.

14. General Report of Mines and Quarries, with Statistics, for 1912.

15. Standard Time Rates of Wages in the United Kingdom at October 1, 1913.

WESTERN AUSTRALIA.

1. Fifteenth Annual Report of the Labour Bureau of Western Australia for the year ending June 30, 1913.

NEW ZEALAND.

1. Twenty-second Annual Report of the Department of Labour of New Zealand, 1913.

NEW SOUTH WALES.

1. Seventh Annual Report of the Director of Labour of the State Bureau of Labour of New South Wales for the year ended June 30, 1912.

2. Report on the Working of the Factories and Shops Act, Minimum Wage Act, Shearer's Accommodation Act, during 1912.

QUEENSLAND.

1. Report of the Director of Labour and Chief Inspector of the Factories and Shops for the year ended June 30, 1912.

UNITED STATES.

1. Statistics of the Thirteenth Census of the United States, taken in the year 1910, containing statistics of Population, Agriculture, Manufactures and Mining for the United States, the States and Principal Cities.

2. Thirty-fifth Annual Report of the Bureau of Statistics of Labour and Industries of New Jersey for the year ended October 31, 1912.

3. Forty-second Annual Report on the Statistics of Labour of the State of Massachusetts for the year 1911.

4. Twenty-fifth Report of the Bureau of Labour Statistics for the two years ended November 30, 1912.

5. Report of Conciliation and Arbitration in the Building Trades of Greater New York.

6. Illinois Factory Inspection Bulletin.

7. Bulletin of the United States Bureau of Labour Statistics on Wages and Hours of Labour in the Boot and Shoe and Hosiery and Knit Goods Industries, 1890 to 1912.

8. Bulletin of the United States Bureau of Labour Statistics on Dangers to Workmen from Dust and Fumes and Methods of Protection.

9. Annual Report of the Bureau of Labour Statistics of New York State for the year ended September 30, 1912.

10. Sixteenth Annual Report of the Bureau of Labour and Industrial Statistics for the State of Virginia, 1913.

11. Annual Report of the Secretary of Commerce, 1913.

12. First Biennial Report of the Department of Labour and Industry of the State of Maine, 1911-1912.

II.—WORK OF THE FAIR WAGES BRANCH OF THE DEPARTMENT.

The work of the Fair Wages Branch of the Department, which has to do with the administration of the Government's Fair Wages policy, has shown a marked expansion over all previous years. The Fair Wages policy referred to is based on a resolution of the House of Commons, which was adopted in the session of 1900, providing for the payment on Dominion Government contracts of the rates of wages generally accepted as current in each trade for competent workmen in the district where the work is carried out. In most of the contracts to which this policy applies, the minimum wage rates to be observed are specified in the contract. In other cases a general clause is inserted that all mechanics, labourers, or other persons employed in connection therewith shall be paid "such wages as are generally accepted as current for competent workmen in the district, and if there is no current rate in the district then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on except for the protection of life or property, or in the case of other emergencies. The policy of the Government in respect of the insertion of the Fair Wage Schedule or general fair wages clause is followed in the construction of public works of many different kinds in all parts of Canada, and also in the manufacture of certain classes of Government supplies, the operations covered by this policy amounting in the aggregate to many millions of dollars. The number of Fair Wage schedules prepared last year was 552, the contracts concerned being divided among the different departments of the Government as follows: Public Works, 327; Railways and Canals, 120; Marine and Fisheries, 45; Militia and Defence, 49; Naval Service, 3; Interior, 3; Trade and Commerce, 4; Agriculture, 1. The number of Fair Wage schedules furnished in the year 1912-13 was 384, and in the year 1911-12, 290. The total number of Fair Wage schedules furnished from 1900 to the end of the fiscal year was 3,126.

The Fair Wages schedules are prepared by officers especially appointed for this purpose, who visit the locality in which the work is to be performed to ascertain by inquiry of both employers and workmen the scale of remuneration and the hours of labour which generally prevail in the district where the work is carried on. The Fair Wages officers of the Government are also employed in connection with the investigation and adjustment of any complaint which may subsequently arise as to non-compliance on the part of contractors with the Fair Wage conditions. Mr. Victor DuBreuil continues to perform the duties of Fair Wages officer of Quebec and the Maritime Provinces. Mr. E. N. Compton was appointed in June, 1913, as joint Fair Wage officer with Mr. W. D. Killins for the Province of Ontario. Mr. H. S. Hood was appointed in December, 1913, as Fair Wages officer for the Provinces of Manitoba, Saskatchewan and Eastern Alberta, with headquarters in Winnipeg. Mr. J. D. McNiven, who had formerly acted as Fair Wages officer for the four Western Provinces, was relieved by Mr. Hood's appointment from the preparation of all Fair Wage schedules required in Manitoba, Saskatchewan and Eastern Alberta. Mr. McNiven's present territory comprises, accordingly, the Province of British Columbia and the western portion of Alberta.

In addition to the preparation of Fair Wage Clauses for Government contracts, the Department of Labour has been called upon to furnish Fair Wage

conditions for insertion in contracts for railway construction to which Parliament has granted financial aid either in the form of subsidy or guarantee.

TABLES RELATING TO FAIR WAGE SCHEDULES.

The following tables relate to Fair Wages Schedules prepared by the officers of the Department during the fiscal year 1913-14, also during previous years, and show the different Departments controlling the contracts concerned and the locality and value of the contract.

SCHEDULES BY PROVINCES.

TABLE showing, by provinces, the Fair Wages Schedules prepared, 1913-14.

DEPARTMENT OF GOVERNMENT	Nova Scotia	New Brunswick	Prince Edward Island	Quebec	Ontario	Manitoba	Saskatchewan and Alberta	British Columbia	Yukon	TOTAL
Public Works	46	40	11	62	95	15	15	43	..	327
Railways and Canals	24	32	1	35	17	5	2	4	..	120
Marine and Fisheries	14	10	1	2	13	1	2	2	..	45
Militia and Defence	4	1	2	4	23	2	6	7	..	49
Naval Service	..	..	..	..	3	..	..	..	..	3
Interior	..	..	..	..	..	..	3	..	..	3
Trade and Commerce	..	..	..	..	..	..	3	1	..	4
Agriculture	..	..	..	1	..	..	..	..	..	1
TOTAL	88	83	15	104	151	23	31	57	..	552

FAIR WAGES SCHEDULES, 1900-14.

SCHEDULES prepared, covering period from July, 1900, to March, 1914, inclusive.

DEPARTMENT OF	1900–1	1901–2	1902–3	1903–4	1904–5	1905–6	1906–7	1907–8	1908–9	1909–10	1910–11	1911–12	1912–13	1913–14	GRAND TOTAL
Public Works	63	13	11	116	72	41	53	95	125	43	190	156	201	327	1,506
Railways and Canals	..	1	50	89	153	95	84	93	163	79	48	54	77	120	1,106
Marine and Fisheries	..	17	12	18	21	8	10	23	18	14	14	41	24	15	265
Other Departments	..	..	..	..	2	3	3	11	14	12	23	39	82	60	249
TOTAL	63	31	73	223	248	147	150	222	320	148	275	290	384	552	3,126

SESSIONAL PAPER No. 36

POST OFFICE DEPARTMENTAL CONTRACTS, 1913-14.

LIST of supplies furnished the Post Office Department by contract or otherwise, under conditions for the protection of the labour employed, which were approved of by the Department of Labour, 1913-14.

NAME OF ORDER.	Amount of Order.
Making metal dating stamps and type, and making other hand stamps and brass crown seals	$13,625.03
Making and repairing rubber dating stamps and type, also other stamps	1,308.22
Supplying stamping material and wooden boxes and repairing stamping pads	13,677.12
Making and repairing post office scales	1,385.54
Supplying mail bags	55,234.03
Repairing mail bags	39,473.56
Making and repairing mail locks and supplying mail bag fittings	30,743.71
Supplying street letter boxes and railway and mail clerks' tin travelling boxes and repairing portable letter boxes, parcel receptacles and railway mail clerks' tin travelling boxes	14,529.51
Making and repairing miscellaneous articles of Postal Stores	1,839.79
Making and supplying articles of official uniform	54,979.93
Total	$226,796.44

FAIR WAGES SCHEDULES prepared for the Department of Public Works, 1913-14, with name of locality concerned, etc.

Nature of Work.	Locality.	Date at which schedules supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of *Labour Gazette* in which Fair Wages schedule was published.	
				$ cts.	Vol.	Page.
Extension to breakwater	Kelley's Cove, N.S.	Apr. 3	July 14	8,990 00	XIV.	181
Dry Dock	Lauzon, Que.	" 3	Oct. 7	Schedule of prices.	XIV	616
Cribwork wharf	Mochelles, N.S.	" 15	No contract			
Completion and widening of pile and crib work wharf	Clark City, Que.	" 15	" "			
Crib and concrete wharf and dredging	Belleville, Ont.	" 21	" "			
Public building	Sudbury, Ont.	" 21	Sept. 8	98,200 00	XIV	481
Public building	Wiarton, Ont.	" 22	No contract			
Extension to cribwork breakwater	Parkers' Cove, N.S.	" 23	Dec. 2	6,480 00	XIV	829
" " "	Ogilvie, N. S.	" 24	July 28	6,300 00	XIV	338
Public building	Elmira, Ont.	" 25	Aug. 11	35,000 00	XIV	340
Alterations to post office	Lachine, Que.	" 26	Aug. 11	20,200 00	XIV	340
Public building	Hanover, Ont.	" 26	Feb. 2	28,500 00	XIV	1088
Postal Station "L"	Westmount, Que.	" 26	Aug. 4	70,000 00	XIV	339
Pier, crib and concrete work	St. John West, N.B.	May 2	July 24	575,284 00	XIV	181
Public building	Preston, Ont.	" 3	Aug. 4	44,861 00	XIV	339
Completion of jetty, pile and brushwork	Steveston, B.C.	" 3	Oct. 7	Schedule of prices	XIV	616
Post office	Palmerston, Ont.	" 12	No contract			
Public building	Greenwood, B.C.	" 13	Aug. 29	41,900 00	XIV	482
Observatory	Gonzales Heights, B.C.	" 13	Aug. 15	11,900 00	XIV	340
Doctors' residence	Digby Island, Prince Rupert, B.C.	" 13	Sept. 20	8,658 00	XIV	482
Post offices	Brussels, Ont.	" 15	No contract			
"	Milton, Ont.	" 16	June 15	19,[illegible] 00	XIV	117
"	Norwich, Ont.	" 16	July 2	23,[illegible] 00		
Lock, dam and approach piers (concrete, pilework, etc.)	Rivière du Loup en haut, Que.	" 16	July 9	Class "[illegible] 0 per cu[illegible] 38 "B", 1[illegible] per cu. yd. (scow measure)	XIV	179
Public building	Weedon, Que.	" 17	No contract.			
Breakwater	Malbaie, Que.	" 17	"			
Dredging work	Buctouche, N. B.	" 17	"			
"	St. Andrews, N.B.	" 17	July 28	Class "B," 40c per cu. yd. (in situ)	XIV	180
"	St. George, N.B.	" 17	July 7	Class "B," 50c per cu. yd. (scow measure)	XIV	179

"	St. Stephen, N.B.	"	17	July 28	Class "B," 70c per cu. yd. (in situ).	XIV	180
"	Evandale, N.B.	"	17	No contract			
"	Gerow's, N.B.	"	17	"			
"	Gunter's, N.B.	"	17	"			
"	Hatfields Point, N.B.	"	17	"			
"	McAlpines, N.B.	"	17	"			
"	Reed's Point, N.B.	"	17	"			
"	Rivers Mills, N.B.	"	17	July 14	26c. per cu. yd. (scow measure).	XIV	180
"	Little Black River, N.B.	"	17	July 21	25c. per cu. yd. (scow measure).	XIV	180
"	Bathurst, N.B.	"	17	July 7	Class "B," 25c. per cu. yd. (in situ).	XIV	179
"	Gaspereaux River, N.B.	"	17	No contract.			
"	North West Miramichi River, N.B.	"	17	Aug. 18	37c. per cu. yd. (scow measure).	XIV	338
"	South West Miramichi River, N.B.	"	17	Oct. 3	Class "B," 60c per cu. yd. (in situ).	XIV	614
"	Cheticamp, N.S.	"	17	Sept. 18	Class "B," 30c per cu yd (scow measure)	XIV	483
"	Little Lorraine, N.S.	"	17	Sept. 22	Class "A" $6.00 Class "B," 30c. per cu. yd (scow measure)	XIV	484
"	Petit de Grat, N.S.	"	17	Sept. 22	Class "B," 54c per cu yd (scow measure)	XIV	483
"	Whycocomagh, N.S.	"	17	Sept. 22	Class "B," 19c per cu. yd. (scow measure.)	XIV	484
"	Port Mulgrave, N.S.	"	17	Sept. 22	Class "B," 29c per cu yd (in situ)	XIV	484
"	Gold River, N.S.	"	17	No contract.			
"	Yarmouth, N.S.	"	17	"			
"	Lunenburg, N.S.	"	17	"			
"	Summerside, P.E.I.	"	17	"			
"	Vernon River, P.E.I.	"	17	June 25	Class "A," $6.90 per cu. yd. Class "B," 27½c per per cu. yd (scow measure.)	XIV	179
"	Rivière du Loup en haut, Que.	"	17	July 9	Class "A," $5.50 per cu. yd. Class "B," 14c. per cu. yd. (scow measure.)	XIV	179
"	Montreal, Que.	"	17	No contract.			
"	Vaudreuil, Que.	"	17	"			
"	Ile aux Foins, Que.	"	17	"			

FAIR WAGES SCHEDULES prepared for the Department of Public Works, 1913-14, with name of locality concerned, etc.

Continued.

Nature of Work.	Locality.	Date at which schedules supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of *Labour Gazette* in which Fair Wages schedule was published.	
				$ cts.	Vol.	Page.
Dredging work	Cloud Bay, Ont	May 17	July 7	Class "A," $3.85 per cu. yd. Class "B," 25c. per cu yd. (in situ.)	XIV	179
"	Kincardine, Ont	" 17	No contract.			
"	Rondeau, Ont	" 17	"			
"	Saugeen River, Ont	" 17	"			
"	Bruce Mines, Ont	" 17				
"	Hilton, Ont	" 17	July 28	Class "B," 32c. per cu. yd. (in situ).	XIV	180
"	Walker River, Ont	" 17				
"	Killarney, Ont	" 17	No contract.			
"	Little Detroit, Ont	" 17	"			
"	Whitby, Ont	" 17	July 11	Class "A," $2.25 per cu. yd. Class "B," 16c. per cu. yd. (in situ.)	XIV	180
"	Trenton, Ont	" 17	No contract.			
Reconstruction and enlargement of old Railway wharf and dredging	Dorchester, N.B.	" 19	Oct. 29	15,400 00		
Public building	Duncan Station, B.C.	" 19	Aug. 12	38,463 00	XIV	340
Post office	Perth, Ont	" 21	No contract.			
Post office	Southampton, Ont	" 21	"			
Concrete wharf	Vancouver, B.C.	" 22	Aug. 20	Schedule of prices.	XIV	341
Improvements to wharf (pile, crib and concrete work)	Batiscan, Que	" 23	Aug. 31	Schedule of prices.	XIV	480
Extension to south breakwater	Battery Point, N.S.	" 23	Oct. 24	5,250 00	XIV	618
Extension to cribwork wharf	Hantsport, N.S.	" 23	Oct. 16	18,685 00	XIV	617
Laboratory and other buildings	Halifax Quarantine Station	" 31	No contract.			
Alterations to public building	New Westminster, B.C.	June 4	Sept. 13	48,000 00	XIV	481
Public building	Kingsville, Ont	" 4	No contract.			
Cribwork wharf	St. Germain, Que	" 6	"			
Building at Forest Nursery Station	Saskatoon, Sask	" 7	"			

Two steel dredges	Great Lakes and Arrow Lakes, B.C.	"	10	"				
Cribwork wharf	Walton, N.S.	"	11	"				
Cribwork extension to breakwater	Upper Salmon River, N.B.	"	12	Nov. 5	9,989 00	XIV	721	
Extension to wharf, crib and span work	Callender, Ont.	"	14	Feb. 2	6,500 00	XIV	1090	
Extension to cribwork wharf	Seagull, Ont.	"	14	No contract.				
Reconstruction of part of superstructure of wharf (crib and concrete work)	Toronto, Ont.	"	17	Oct. 9	13,398 00	XIV	616	
Public building	Louiseville, Que.	"	17	June 23	17,500 00	XIV	82	
Extension and widening of cribwork wharf-dredging	Campbellton, N.B.	"	17	No contract.				
Crib and concrete training pier and retaining wall	Poupore, Que.	"	17	"				
Addition to outer wharf (cribwork)	Montmagny, Que.	"	19	Sept. 25	5,000 00	XIV	482	
Cribwork breakwater	Blandford, N.S.	"	19	Mar. 3	13,721 00	XIV	1211	
Extension to cribwork wharf	Ste. Anne des Monts, Que.	"	20	Mar. 5	112,000 00	XIV	1211	
Cribwork wharf	Boisdale, C.B.	"	20	No contract.				
Harbour improvements (cribwork) and dredging	Inverness, N.S.	"	21	"				
Post office	Three Rivers, Que.	"	28	Feb. 9	163,195 00	XIV	1089	
Extension to cribwork wharf	Ste. Anne de la Pocatière, Que.	"	30	No contract.				
Cribwork breakwater	Bayswater, N.S.	"	30	"				
Extension to cribwork breakwater	Mill Cove, N.S.	"	30	"				
Cribwork wharf and tidal basin (dredging)	Rimouski, Que.	"	30	Mar. 21	Schedule of prices.			
Drill Hall	Winnipeg, Man.	July	2	Oct. 2	519,929 00			
Pilework wharf	Needles, B.C.	"	2	No contract.				
"	Kenora, Ont.	"	2	Sept. 3	7,500 00	XIV	481	
Cribwork wharf	Beaton, B.C.	"	7	No contract.				
Jetty, Fraser river	North Arm, B.C.	"	7	May 22	Schedule of prices.			
Customs house and examining warehouse	Fort William, Ont.	"	8	Dec. 31	156,000 00	XIV	984	
" " "	Port Arthur, Ont.	"	8	Feb. 16	208,000 00	XIV	1090	
Various buildings at Experimental Farm Station	Fredericton, N.B.	"	9	No contract.				
Addition to post office	Dartmouth, N.S.	"	10	July 16	48,228 00			
Stonework jetty	Nicolet, Que.	"	11					
Protection dyke	Iaprairie, Que.	"	11	Jan. 21	Schedule of prices	XIV	1087	
Cribwork breakwater	Woodward's Cove, N.B.	"	17	Apr. 15	11,970 00	XIV	1333	
Ice piers (concrete and cribwork)	Annapolis Royal, N.S.	"	17	Oct. 11	34,700 00	XIV	616	
Extension to southern breakwater (cribwork)	Wood Island, P.E.I.	"	17	Oct. 14	6,975 00	XIV	617	
Extension to wharf	Amherst, N.S.	"	17	Nov. 24	16,400 00	XIV	828	
Wharf	Cocagne, N.B.	"	17	May 11	6,880 00	XIV	1454	
Extension to wharf (cribwork)	Cap Chat, Que.	"	17	No contract.				
Breakwater repairs (stonework)	Summerside, P.E.I.	"	17	"				
Cribwork wharf	Little Sands, P.E.I.	"	17	Feb. 12	Schedule of prices.	XIV	1090	
Extension to wharf (cribwork)	Grand Mecis, Que.	"	17	No contract.				
Cribwork breakwater	Little Lipper Harbour, N.B.	"	17	Dec. 15	Schedule of prices. Approx. 10,593 00		830	
Pilework wharf	Canoe, B.C.	"	21	Oct. 13	5,450 00	XIV	617	
Pile boat and timber decking wharf	Gillies Bay, B.C.	"	21	Dec. 13	5,350 00	XIV	830	
Addition to public building	Victoria, B.C.	"	21	Mar. 25	147,500 00			
Wharves, crib and concrete work	Victoria Harbour, B.C.	"	21	Mar. 9	Schedule of prices	XIV	1331	
Public building	Steelton, Ont.	"	22	Nov. 11	28,870 00	XIV	722	
Wharf, crib and concrete work	Victoria, Ont.	"	26	Oct. 21	Schedule of prices.	XIV	720	
Cribwork wharf	Bebril, Que.	Aug.	1	No contract.				
Extension to revetment wall, pile and concrete work	Meaford, Ont.	"	1	Dec. 15	Schedule of prices.	XIV	829	
Cribwork wharf	Vails Point, Ont.	"	1	Dec. 1	6,983,00			

FAIR WAGES SCHEDULES prepared for the Department of Public Works, 1913-14, with name of locality concerned, etc.

Continued.

Nature of Work.	Locality.	Date at which schedules supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of *Labour Gazette* in which Fair Wages schedule was published.	
				$ cts.	Vol.	Page.
Revetment wall (pile and concrete work)	Thornbury, Ont.	August 1	Jan. 7	Schedule of prices	XIV	985
Extension to cribwork wharf	Cardigan River, P.E.I.	" 1	Oct. 28	9,637 00	XIV	721
Cribwork breakwater	Welsh's Cove, N.B.	" 2	Dec. 13	Approx.ll,825 00		
				Schedule of prices.	XIV	830
Cribwork wharf	McAulay's Shore, P.E.I.	" 2	Oct. 28	7,438 00	XIV	721
Wharf (pile and cribowrk)	North River, P.E.I.	" 2	Oct. 28	3,490 00	XIV	721
Addition to public building	Lindsay, Ont.	" 2	Apr. 6	18,787 00	XIV	1332
" "	Orillia, Ont.	" 2	Dec. 3	31,485 00	XIV	829
Addition to Royal Mint	Ottawa, Ont.	" 2	Feb. 21	25,500 00	XIV	1091
Drill hall	Regina, Sask.	" 5	No contract.			
Addition to public building	Vegreville, Alta.	" 5	"			
Pilework wharf	Saanichton, B.C.	" 6	"			
"	Friendly Cove, B.C.	" 6	"			
"	Pritchard, B.C.	" 6	May 26	4,850 00	XV	115
"	Roy's Beach, B.C.	" 6	Dec. 17	6,300 00	XIV	831
Reconstruction of south pier and subway under railway track	Burlington Channel, Ont.	" 6	Mar. 2	Schedule of prices.	XIV	1211
Cribwork wharf	Kensington, Ont.	" 7	No contract.			
Pilework wharf	Gull Harbour, Man.	" 7	Feb. 2	8,944 00	XIV	1088
Addition to hospital buildings	Grosse Ile, Que.	" 8	Nov. 21	20,753 00	XIV	722
Public building	Gaspé, Que.	" 9	No contract.			
Public building	Grand Mère, Que.	" 12	"			
Post office	Ste. Agathe des Monts, Que.	" 12	June 23	34,200 00		
Public building	St. Gabriel de Brandon, Que.	" 12	Dec. 9	21,565 00	XIV	830
Wharf	Bell Ewart, Ont.	" 12	Nov. 10	8,394 00	XIV	721
Wing dam No. 3	Woodward's Slough, B.C.	" 13	Jan. 14	Schedule of prices.	XIV	985
Cribwork breakwater	Petite Rivière, East, Que.	" 14	No contract.			
Pile and crib work wharf	Rocky Point, P.E.I.	" 15	Mar. 31	Schedule of prices.	XIV	1331
Extension of breakwater (cribwork)	Hospital Bay, Que.	" 16	No contract.			
Extension to wharf (cribwork)	East Bay, C.B.	" 16	"			
Cribwork breakwater	Comeau Hill, N.S.	" 16	Apr. 30	3,590 00		
Three cottages at Savard Park	Quebec, Que.	" 16	No contract.			

Quarantine station	St. John, N.B.	"	16.	Feb. 2.	39,589 00	XIV	1088	
Public building	Summerside, P.E.I.	"	18.	Feb. 21.	16,200 00	XV		
"	Chatham, N.B.	"	19.	No contract.				
Extension of wharf and warehouse	Bracebridge, Ont.	"	19.	Feb. 5.	6,867 10	XIV	1039	
Pile and crib-work wharf	Summerland, B.C.	"	20.	Dec. 8.	Schedule of prices.	XIV	829	
					Approx. 2,365 00			
Extension of wharf (crib and concrete work)	Fort William, Ont.	"	21.	Apr. 21.	Schedule of prices.	XIV	1334	
Public building	Brampton, Ont.	"	21.	No contract.				
"	Fort Frances, Ont.	"	21.	"				
Breakwater (crib and concrete work)	Kincardine, Ont.	"	21.	Jan. 24.	Schedule of prices.	XIV	986	
Repairs to drill hall	Hamilton, Ont.	"	25.	No contract.				
Public building	Kingston, Ont.	"	25.	"				
"	Milverton, Ont.	"	25.	Mar. 24.	24,612 00	XIV	1344	
Public building	Smith's Falls, Ont.	"	25.	Apr. 24.	20,493 00	XIV	1334	
Drill hall	Victoria, B.C.	"	25.	Jan. 21.	236,815 00	XIV	985	
Public building	D'Iberville, Que.	"	27.	No contract.				
"	St. Ours, Que.	"	27.	"				
Extension of wharf (crib work)	St. Jean Port Joli, Que.	"	27.	Dec. 15.	$1 86.39 per cu. yd.	XIV	831	
Cribwork pier	Cap Rosier, Que.	"	29.	No contract.				
Public building	Carman, Man.	"	29.	Mar. 25.	29,200 00	XIV	1211	
"	Stonewall, Man.	"	29.	Jan. 22.	19,195 00	XIV	986	
"	Wadena, Sask.	"	29.	No contract.				
"	Calgary, Alta.	"	29.	"				
"	Penticton, B.C.	"	29.	"				
Drill hall	Vancouver, B.C.	"	29.	Apr. 15.	28,115 80	XIV	1333	
Wharf (pile and crib and concrete work	Ainsworth, B.C.	"	29.	Mar. 18.	9,242 00	XIV	1213	
Cribwork breakwater	Anse à Blondel, Que.	Sept.	2.	No contract.				
Concrete dam	Wasdogo, Ont.	"	2.	Apr. 14.	Schedule of prices.	XIV	1332	
Revetment wall (crib and concrete work	Burlington, Ont.	"	2.	Mar. 2.	Schedule of prices	XIV	1211	
" " "	Port Hope, Ont.	"	2.	No contract.				
Recreation establishment building at Citadel	Halifax, N.S.	"	3.	July 7.	Schedule of prices.			
Wharf (pile, cribwork, dredging	Chocolate Cove, N.B.	"	4.	Dec. 15.	Schedule of prices	XIV	831	
Drill hall	Edmonton, Alta.	"	6.	July 14.	286,000 00			
Graded wharf (cribworks)	Dennis Landing, N.B.	"	15.	Mar. 6.	6,275 00	XIV	1212	
Pile and crib-work wharf	Nicolet, Que.	"	15.	Mar. 23.	Schedule of prices			
Public building	Toronto, Ont.	"	16.	No contract.				
Buildings at Quarantine station	William Head, B.C.	"	16.	June 12.	32,045 00	XV	116	
Public building	Wallaceburg, Ont.	"	26.	July 18.	78,500 00			
"	Milltown, N.B.	"	26.	May 4.	30,000 00	XIV	1453	
Steel bridge	Minnedosa, Man.	"	29.	No contract.				
Detention hospital	Vancouver, B.C.	"	29.	Feb. 10.	277,149 00			
Third class detention building	Prince Rupert, B.C.	"	29.	No contract.				
Public building	Listowel, Ont.	"	29.	Dec. 17.	21,997 00	XIV	832	
Pile protecting work	Rainy River, Ont.	"	30.	June 16.	Schedule of prices	XV	117	
Reconstruction (concrete pier crib and concrete) dredging	Cobourg, Ont.	Oct.	3.	Apr. 6.	Schedule of prices	XIV	1332	
Extension to wharf (cribwork)	St. Denis, Que.	"	7.	No contract.				
Log breakwater	Seal Cove, N.B.	"	7.	Feb. 25.	Schedule of prices	XIV	1210	
Cottages at Experimental Farm	Lennoxville, Que.	"	14.	Feb. 11.	7,500	XIV	1000	
Public building	Merritt, B.C.	"	15.	Jan. 14.	Schedule of prices	XIV	985	
Wharf extension (crib and concrete work)	Richard's Landing, Ont.	"	16.	Jan. 12.	Schedule of prices			
Customs building	Montreal, Que.	"	17.	No contract.				

Fair Wages Schedules prepared for the Department of Public Works, 1913-14, with name of locality concerned, etc.

Continued.

Nature of Work.	Locality.	Date at which schedules supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of *Labour Gazette* in which Fair Wages schedule was published.	
				$ cts.	Vol.	Page.
Post office	Maisonneuve, Que	Oct. 17	No contract.			
Postal Station "G"	Montreal, Que	" 17	"			
Public building	East Angus, Que	" 17	June 10	32,500 00	XV	116
Postal Station in St. Lawrence Ward	Montreal, Que	" 17	No contract.			
Public building	Middleton, N.S.	" 18	No contract.			
Dairy building at Central Experimental Farm	Ottawa, Ont	" 18	"			
Improvements and extension to breakwater (pile and crib-work)	North Bay, Ont	" 21	"			
Bridge substructure and approaches	North Temiskaming, Que	" 25	May 9	Schedule of prices.	XIV	1453
Crib and concrete wharf	Newcastle, N.B.	" 27	No contract.			
Cribwork breakwater	Caldwell's Cove, N.S.	" 29	Feb. 19	6,432 00	XIV	1210
Pilework wharf	Nootka Island, B.C.	Nov. 3	Apr 24	4,500 00	XIV	1452
Second extension to breakwater	Port Arthur, Ont	" 4	Apr. 24	Schedule of prices.		
Conveyers from C.P.R. grain elevator to steamship berths	St. John West, N.B.	" 4	Oct. 23	Schedule of prices.		
Crib and pilework wharf	Gananoque, Ont	" 7	Mar. 23	Schedule of prices.	XIV	1214
Extension and repairs to wharf	Brighton, Ont	" 7	No contract.			
Extension to breakwater	Breen's Pond, N.S.	" 19	"			
Breakwater	Evans Point, N.S.	" 19	"			
Extension to north and south breakwaters	Richibucto, N.B.	" 19	July 7	Schedule of prices.		
Public building	Newmarket, Ont	" 27	Apr. 21	27,382 00	XIV	1334
"	Aurora, Ont	" 27	May 18	23,333 00	XIV	1454
Big Chaudiere dam	French River, Ont	" 29	Feb. 17	Schedule of prices.	XIV	1091
Roaster building and extension to fuel shed	Ottawa, Ont	" 29	Mar. 9	6,979 00	XIV	1212
Public building	Carman, Man.	Dec. 2	Mar. 25	29,200 00	XIV	1214
Drill hall	Galt, Ont	" 5	June 17	61,246 00	XV	117
Harbour improvements	Bowmanville, Ont	" 5	No contract.			
Drill hall	Coaticook, Que	" 6	May 14	30,000 00	XIV	1454
Reconstruction and extension to breakwater	Delorey's Beach, N.S.	" 6	No contract.			
Public building	Lakefield, Ont	" 6	Dec. 17	21,997 00	XIV	832
"	Port Alberni, B.C.	" 9	Apr. 28	30,500 00		
Customs examining warehouse	Halifax, N.S.	" 15	No contract.			
Wharf	Thurso, Que.	" 15	Mar. 14	Schedule of prices.	XIV	1213

Harbour works	Toronto, Ont	"	18	Oct. 29	Schedule of prices.		
Customs examining warehouse	Edmonton, Alta.	"	18	No contract.			
Examining warehouse	Saskatoon, Sask.	"	18	"			
" "	Regina, Sask	"	18	"			
Customs examining warehouse	Moose Jaw, Sask	"	18	"			
Addition to post office	Victoria, B.C.	"	18				
Drill hall	St. James, Man	"	18	No contract.			
Cribwork wharf	Fitzroy Harbour, Ont	"	24	Mar. 14	Schedule of prices.	XIV	1213
Cribwork breakwater	Freeport, N.S.	"	24	No contract.			
Dry dock and repair grounds	Peterborough, Ont	"	29	"			
Protection work for West Slough	Selkirk, Man	Jan.	3	No contract.			
Concrete warehouse	Windsor, Ont	"	10	"			
Cribwork wharf	Quyon, Que	"	15	Apr. 16	Schedule rates.	XIV	1334
Cribwork wharf	Armitage Landing, Ont	Jan.	16	Apr. 13	Schedule of prices.	XIV	1333
Wharf improvements	Rivière du Loup, Que	"	22	No contract			
Wharf improvements	Grosse Isle, Que.	"	23	"			
Cribwork wharf	Goat Island, N.S.	"	26	"			
Cribwork breakwater	East Ferry, N.S.	"	26	July 7	10,274 00		
Cribwork wharf	Lakeview, N.S.	"	26	No contract			
Drill hall	Prince Albert, Sask	"	28	June 6	108,400 00	XV	116
Drill hall	Fort William	Feb.	3	No contract			
Public building	Jonquières, Que	"	4	July 27	20,850 00		
"	Murray Bay, Que	"	11	July 15	20,800 00		
Breakwater and north pier (cribwork)	Green Point, N.B.	"	11	No contract			
Cribwork breakwater	Gulliver's Cove, N.S.	"	11	"			
Extension to wharf	Cheverie, N.S.	"	11	June 4	12,800 00	XV	116
Extension to breakwater	Mill Cove, N.S.	"	11	No contract.			
Breakwater	Comeau's Cove, N.S.	"	16	Apr. 28	11,890 00	XV	1452
Wharf and dredging	Wellington, Ont	"	16	No contract.			
Pilework wharf	Gleneden, B.C.	"	21	July 6	5,733 00		
Extension to crib and concrete wharf and dredging	Chicoutimi, Que	Mar.	3	No contract.			
Cribwork wharf	Cocagne, N.B.	"	3	May 11	6,880 00	XIV	1454
East and west breakwaters (crib and concrete work)	Collingwood, Ont	"	3	No contract.			
Wharf	Knowlton Landing, Que	"	4	May 18	7,395 00	XIV	1454
Drill hall	Kamloops, B.C.	"	10	No contract.			
Office building for Forestry Department	Indian Head, Sask.	"	13	"			
Wharf and approach	Le Pas, Man	"	14	"			
"	Tracadie, N.S.	"	14	"			
Drill hall	North Vancouver, B.C.	"	23	Apr. 15	28,415 80	XIV	1333
Addition to public building	Ingersoll, Ont	"	23	July 2	16,250 00		
Extension to drill hall	Windsor, Ont	"	28	No contract.			

FAIR WAGES SCHEDULES prepared for the Department of Railways and Canals, 1913-14, with name of locality concerned, &c.

Nature of Work.	Locality.	Date at which schedules supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of *Labour Gazette* in which Fair Wages schedule was published.	
				$ cts.	Vol.	Page.
Strengthening a bridge on Canada Eastern Division of I.C.R.	Covered Bridge, N.B.	Apr. 15	No contract.			
Double tracking the line of the I.C.R. between	St. Romuald and Chaudiere Jct., Que.	" 15	Oct. 6	Schedule rates.	XIV	618
Diversion of the line of the I.C.R. from	Nelson to Derby Jct., N.B.	" 19	Nov. 10	Schedule rates.	XIV	725
Station	Bathurst, N.B.	" 19	Sept. 2	14,547 00	XIV	486
Extension to I.C.R. freight shed	Drummondville, Que.	" 19	No contract.			
Enlarging I.C.R. station building	St. Romuald, Que.	" 19	No contract.			
Addition to I.C.R. freight shed	Montmagny, Que.	" 19	Dec. 26	1,999 00	XIV	833
Coal handling plant on I.C.R.	Drummondville, Que.	" 19	Oct. 28	7,600 00	XIV	618
Extension to I.C.R. freight shed	St. François, Que.	" 19	Dec. 26	699 00	XIV	833
" " " " "	St. Perpetue, Que.	" 19	No contract.			
" " " " "	Villeroy, Que.	" 19	Dec. 26	510 00	XIV	833
" " " " "	Causapscal, Que.	" 19	Nov. 8	575 00		
" " " " "	Westville, N.S.	" 21	Dec. 26	1,750 00	XIV	833
Addition to I.C.R. ice house	Pictou, N.S.	" 21	No contract.			
Hot water heating in I.C.R. station	Oxford Junction, N.S.	" 21	Dec. 26	850 00	XIV	833
Station on I.C.R.	College Bridge, N.B.	" 21	Dec. 26	4,300 00	XIV	832
Addition to I.C.R. freight room	Boundary Creek, N.B.	" 21	No contract.			
Steel tow barge and two steel sectional scows	Toronto, Ont.	" 22	May 30	18,561 50	XIII	1429
Suction dredge for terminus of Hudson Bay Railway	Port Nelson, Ont.	" 22	Apr. 29	270,000 00	XIII	1295
Station on I.C.R.	Sussex, N.B.	" 24	Dec. 26	24,500 00	XIV	834
Fenelon Falls dam	Trent Canal, Ont.	May 2	June 12	Schedule rates.	XIII	83
Removal of ramp from	Basin No. 1 Lachine Canal to Common St., Montreal	" 2	May 12	2,855 00	XIII	1429
Lock gates	Ontario—Rice Lake Division of Trent Canal	" 17	Aug. 8	228,223 00	XIV	342
Section No. 1	New Welland Ship Canal	" 30	Aug. 1	Schedule rates.	XIV	342
Station and baggage room on P.E.I. Railway	O'Leary, P.E.I.	June 6	Mar. 12	3,300 00	XIV	1217
Grading Halifax Harbour Terminals Railway	Halifax, N.S.	" 10				
Steel pontoon gate litter for	Trent Canal	" 25	Sept. 2	25,580 00	XIV	485
Line of railway	Austin Brook to point on I.C.R. intersecting branch line from Bathurst Station to Bathurst Harbour	" 30	July 5	*$3,200 per mi.		
Reinforced concrete syphon culvert under Welland Canal feeder	Broad Creek, near Stromness, Ont.	July 3	July 30	Schedule rates.	XIV	485
Line of railway	Ingersoll to Embro, Ont.	" 8	Aug. 8	*$3,200 per mi.	XIV	343
"	Red Deer to Rocky Mountain House, Alta.	" 8	Aug. 8	*$3,200 per mi.	XIV	343

" in north-westerly direction from	Moose Jaw, Sask	"	8	Aug.	8	*$3,200 per mi.	XIV	344
Supply and erection of steel work for freight shed on west side of St. Gabriel Basin, No. 1	Lachine Canal, Que	"	9	Aug.	6	16,595 00	XIV	342
Water supply on I.C.R.	Matapedia, Que	"	11	Nov.	24	Schedule rates	XIV	724
Water Supply on I.C.R.	Assametquaghan, Que	"	11	Nov.	10	Schedule rates	XIV	724
Line of railway	Andover to St. John, N.B.	"	11	Aug.	1	*$3,200 per mi.	XIV	343
Steel hull and machinery for stern wheel tug	Nelson River, Ont	"	11	Aug.	1	32,000 00	XIV	341
Protection for Government dam	Valleyfield, Que	"	12	Aug.	20	Schedule rates	XIV	342
Water supply for I.C.R.	Campbellton, N.B.	"	17	Nov.	10	Schedule rates	XIV	723
Certain work on Port Severn Section, Severn Division	Trent Canal	"	31	Sept.	24	Schedule rates	XIV	485
Construction and erection of double track steel railway swing bridge below lock 2	Welland Canal, Ont	Aug.	8	Oct.	1	65,800 00	XIV	619
Reconstruction of bridge on Rideau Canal	Smith's Falls, Ont	"	8	No contract.				
Concrete foundation and floor St. Gabriel Shed No 1	Lachine Canal, Que.	"	16	Sept.	24	Schedule rates	XIV	484
Line of railway	Plaster Rock to Riley Brook, N.B.	"	16	Aug.	25	*$3,200 per mi.	XIV	487
Steel swing bridge over Chambly Canal	Larocque's Crossing, Que	"	16	Sept.	26	2,450 00	XIV	484
Line of railway	Gimli, Man. to point near Riverton	"	21	Sept.	27	*$3,200 per mi.	XIV	487
Station on I.C.R.	Grahams, N.S.	"	27	Dec.	26	1,200 00	XIV	832
Renewing head pier	Ste. Anne's Lock, Que	Sept.	5	Oct.	28	Schedule rates	XIV	619
Line of railway	Merritt to Penticton Wharf, B.C.	"	8	Dec.	16	$*3,200 per mi.	XIV	835
Line of railway	Point south of Merritt to point near Hope Station, B.C.	"	8	Dec.	16	*$3,200 per mi.	XIV	835
Rebuilding Head of Guard Pier at lower entrance to	Soulanges Canal	"	16	Sept.	26	Schedule rates.	XIV	485
Installation of automatic block systems on I.C.R. between	St. John and Hampton; Moncton and Painsec Jct; Windsor Jct. and Halifax	"	22	No contract.				
Halifax Ocean Terminals Docks (first unit)	Halifax, N.S.	Oct.	1	Jan.	28	Schedules rates	XIV	990
Freight shed on I.C.R.	Fredericton, N.B.	"	7	Nov.	24	15,718 00	XIV	724
Work in connection with telephone train despatching on I.C.R. between	Moncton and St. John, N.B.	"	7	Jan.	20	10 371 90	XIV	989
Nassau Dam on	Trent Canal	"	13	No contract.				
Diversion of line of railway	Leitches Creek to North Sydney, N.S.	"	24	Feb.	6	Schedule rates	XIV	1092
Line of railway	Galt, Ont. to Port Dover	"	30	Nov.	8	*$3,200 per mi.	XIV	725
Improving lower entrance to Lock No. 20	Cornwall Canal, Ont	Nov.	8	Dec.	31	Schedule rates.	XIV	987
Telephone train despatching line on I.C.R. between	Moncton, N.B. and Truro, N.S.	Dec.	2	Mar.	12	13,974 57	XIV	1217
Substructure of bridge on I.C.R. over	West River, N.S.	"	6	Jan.	22	Schedule rates.	XIV	989
" " " "	Nashwaak River, N.B.	"	6	Jan.	8	Schedule rates.	XIV	989
" " " "	Covered Bridge Station, N.B.	"	6	Jan.	8	6,394 00	XIV	989
Bridge	Second Narrows, Burrard Inlet, B.C.	"	12	Feb.	16	Subsidy not exceeding $350,000	XIV	1092
Bridges on I.C.R.	Becancour River bridge	"	17					
	Crossing over National Transcontinental Ry.							
	Rivière du Sud bridge			Jan	8	Schedule rates.	XIV	988
	Rivière du Loup bridge							
	West River Antigonish bridge							
	Barney's River bridge			Feb	6	Schedule rates.	XIV	1092
	French River bridge							
	Rivière le Bras bridge							
	Black River bridge			Feb	6	Schedule rates.	XIV	1092
	Bridge 2.8 miles west of Sayabec, Que.							

* Not exceeding $6,400 per mi.

FAIR WAGES SCHEDULES prepared for the Department of Railways and Canals, 1913-14, with name of locality concerned, &c

Continued.

Nature of Work.	Locality.	Date at which schedules supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of *Labour Gazette* in which Fair Wages schedule was published.	
				$ cts.	Vol.	Page.
Bridges on I.C.R	Under Crossing, Ivory Road	Dec. 17	Feb. 6	Schedule rates.	XIV	1092
	Oxford Subway					
Swing bridge over Lock 28	Galops Canal, Ont	" 18	Dec. 31	1,030 00	XIV	988
Roofing St. Gabriel Shed No. 1	Lachine Canal	Jan. 12	Mar. 18	Schedule rates.	XIV	1216
Two lightering vessels	Port Nelson, Man	" 17	Jan. 30	99,000 00	XIV	1091
Bridges on main line of I.C.R. between South Cocaigne; North Coal Branch; Richibucto River; Kouchibouguasis River; Barnaby River 3rd Crossing; Barnaby River 2nd Crossing, Bartibogue River; Red Pine River; Beresford; Elm Tree; Belledune; Dickey's; Benjamin River; Otter Brook; Indian Brook; ¾ mile west of St. Anaclet	Moncton and Rivière du Loup	Jan. 26	June 10	Schedule rates.	XV	120
Nepisiguit bridge; Tête à Gauche; Moffat's; Metis; Rimouski River; ½ mile west of Trois Pistoles; Trois Pistoles			June 10	Schedule rates.	XV	120
Concrete dam on Rideau Canal	Merrickville, Ont	Feb. 4	Mar. 6	Schedule rates.	XIV	1216
Installation of telephone train despatching line on I.C.R. between	Truro and Halifax, N.S.	" 11	Aug. 4	8,378 11		
Interlocking plant on I.C.R.	Aston Junction, Que	" 11	No contract.			
Line of railway	At or near Penticton to Midway, B.C.	" 13	Feb. 18	*$3,200 per mi	XIV	1093
Rolling deck steel bridge, Soulanges Canal	Cascades Point, Que	" 27		975 00	XIV	1216
Steel superstructure of five bridges on I.C.R.	McNab's Brook; Marsh Brook; Head of Chezzeetcook; Gaetz Brook; Petpeswick	Mar. 2	Mar. 12	19,748 00	XIV	1217
Section No. 2, Severn Division	Trent Canal	" 3	Apr. 23	Schedule rates.	XIV	1335
Substructure of bridge over Barney's River, on I.C.R.	Near Barney River Station, N.S.	" 25	June 10	Schedule rates.	XV	120
" " " Bras St. Nicholas on I.C.R.	Near Montmagny, Que.	" 25	June 17	Schedule rates.	XV	121
Standard enclosed water tank on I.C.R.	Jacquet River, N.B.	" 27	No contract.			
Steel superstructure of double track railway bridge	East of Merritton, Ont	" 27	No contract.			

*Not exceeding $6,400 per mi.

Fair Wages Schedules prepared for the Department of Marine and Fisheries, 1913-14, with name of locality concerned, &c.

Combined dwelling and lighthouse	Shipwreck Point, P.E.I.	Apr.	23	July 3	2,738 00	XIV	184
Wooden oil shed	Gibraltar Point, Lake Ontario	May	5	Day Work.			
Concrete tower, dwelling, boathouse and oil store	Main Duck Island, Lake Ontario	"	9	Oct. 11	17,000 00	XIV	835
Wooden lighthouse tower	Portapique, Bay of Fundy, N.S.	"	16	July 28	725 00	XIV	620
Wooden lighthouse tower	McColgan's Point, N.B.	June	12	Sept. 9	919 00	XIV	487
" "	Bayswater, N.B.	"	12	Sept. 9	950 00	XIV	488
Wooden fog alarm building	Discovery Island, B.C.	"	20	Sept. 8	2,950 00	XIV	620
Wooden storehouse	Chatham, N.B.	"	20		495 00		
Lighthouse and dwelling	St. Martin's Head, N.B.	July	17	Jan. 13	3,650 00	XIV	1457
Wooden lighthouse tower	Five Islands, N.S.	Aug.	1	Oct. 24	926 00	XIV	835
Wooden dwelling and lighthouse	Burntcoat, N.S.	"	1	Oct. 11	3,800 00	XIV	836
Reinforced concrete tower, wooden dwelling and oil store	Coffin Island, N.S.	"	1	No contract.			
Small wooden tower	Leonardville, N.B.	"	2	Sept. 12	896 00	XIV	621
Range light towers in the new Channel	Mouth of Red River, Man.	"	5	No contract.			
Wooden lighthouse tower	Deep River Islet, Ottawa River, Ont.	"	11		500 00		
Certain work	Battle Island, Ont.	"	12	Day Work.			
Wooden lighthouse tower	Grande Anse, N.B.	"	16		1,100 00		
Certain work	Boar's Head, N.S.	Sept.	2		3,350 00		
"	Beaver Harbour, N.S.	"	15		4,340 00		
"	Point Pelee, Ont.	"	25	Transferred to Naval Dept.			
"	Bonila Island, B.C.	Oct.	2	No contract.			
Frame storehouse	St. John Retaining Pond, near St. John, N.B	"	7	"			
Wrecking plant on Atlantic Coast	Sydney, N.S. Halifax, N.S. St. John, N.B. Louisburg, C.B.	"	7				
Certain work	Vicinity of Percé, Que.	"	27	No contract.			
Boat house, etc	Cape Negro, N.S.	Nov.	25	No contract.			
Frame fish hatchery	Sparkle, N. B.	Dec.	6		800 00		
Wooden boat house	Tobermory, Ont.	"	19	Day Work.			
Fog alarm building and oil shed	Slate Island, Lake Superior, Ont.	Jan.	16	Apr. 2	5,323 95	XIV	1458
Fog alarm building, dwelling and oil store. (Contract for fog alarm building)	Cape St. Mary, N.S.	"	26	Apr 8	1,650 00	XIV	1458
Fish hatchery	Belleville, Ont.	Feb.	3		8,309 00		
Fish hatchery and dwelling	Kenora, Ont.	"	5		12,500 00		
" " "	Qu'Appelle, Sask.	"	9	Day Work.			
Dwelling house	Point Pelee, Ont.	Feb.	10	Transferred to Naval Dept.			
Life-saving boat house	Vicinity of Western Entrance Toronto Harbor	"	10	Day Work.			
Wooden fog alarm building	Main Duck Island, Lake Ontario	"	16	No contract.			
Dam	Pirmiz Creek, 18 miles from Calgary	Mar.	6		700 00		
Wooden lighthouse and dwelling combined and boathouse	Beaver Harbour, N.S.	"	14	May 8	4,340 00	XV	121

Fair Wages Schedules prepared for the Department of Marine and Fisheries, 1913-14, with name of locality concerned, &c.—*Continued.*

Nature of Work.	Locality.	Date at which schedules supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of *Labour Gazette* in which Fair Wages schedule was published.	
				$ cts.	Vol.	Page.
Wooden range lights	Vicinity of Shediac, N.B.	Mar. 14	Day Work.			
Fog alarm building	Cape Roseway, N.S.	" 16	Sept. 11	2,368 00	XIV	621
Connection with buoy service	District of Amherstburg, Ont.	" 21		9,975 00		
Ice breaking steamer	Maisonneuve, Que.	" 31		998,583 00		

Fair Wages Schedules prepared for the Department of Militia and Defence, 1913-14, with name of locality concerned, etc.

Drill hall	Estevan, Man.	Apr. 14	No contract.			
"	Beauport, Que.	" 15	Aug. 11	29,990 00		
"	Fort Frances, Ont.	" 17	No contract			
"	Indian Head, Sask.	" 24	Aug. 21	13,735 00		
"	Vegreville, Alta.	" 24	Oct. 16	14,600 00		
"	North Battleford, Sask.	May 5	July 26	28,500 00		
Additions to drill hall. Installation of shooting gallery	Brockville, Ont.	" 8	June 18	3,875 00		
Drill hall	Millbrook, Ont.	" 14	Sept. 2	11,431 00		
"	Madoc, Ont.	" 16	July 19	16,800 00		
"	Sussex, N.B.	" 17	Aug. 1	40,500 00		
"	Bury, Que.	" 17	July 18	11,750 00		
"	Montmagny, Que.	" 23	Dec. 22	17,000 00		
"	Armstrong, B.C.	" 26	Sept. 18	11,800 00		
Repairs to roof of armory	Toronto, Ont.	" 26				
Drill hall	Sault Ste. Marie, Ont.	June 4	No contract.			
"	Sudbury, Ont.	" 4	"			
Rifle range	Winnipeg, Man.	" 10	Sept. 24	19,500 00		
Drill hall	Blackstock, Ont.	" 14	Sept. 20	12,470 00		

Drill hall	Kemptville, Ont.	June	17	Aug. 25	11,800 00
Armory	Brampton, Ont.	"	21	Aug. 28	16,230 00
Drill hall	Red Deer, Alta.	"	25	June	35,899 00
Drill hall	Cloverdale, B.C.	July	7	No contract.	
New pier H. M. Gun Wharf	Halifax, N.S.	"	11		
Drill hall	Wingham, Ont.	"	14	Aug. 13	11,168 00
Certain classes of labour	London, Ont.	"	18		
Rifle range	Summerside, P.E.I.	"	25	Apr. 1	5,497 00
Drill hall	Enderby, B. C.	"	26	Nov. 7	11,000 00
Rifle range	Kingston, Ont.	"	26	Nov. 6	6,400 00
Drill hall	Marmora, Ont.	Aug.	1	No contract.	
Armoury	Stirling, Ont.	"	15	No contract.	
Armoury	Montreal, Que.	Sept.	13	May 27	117,000 00
Drill hall	Merritt, B.C.	Jan.	15	Dec. 22	12,341 00
Rifle range	Victoria, B.C.	"	23		
Range	Long Branch, Ont.	"	24	May 7	9,800 00
Rifle range	Souris, P.E.I.	"	26	May 15	3,485 00
Magazine	Calgary, Alta.	Mar	21	No contract.	
All trades for current season	Halifax, N.S.	"	24		
Rifle range	Springhill, N.S.	"	24	June 1	3,950 00
Drill hall	Hanover, Ont.	"	31	No contract.	

Fair Wages Schedules prepared for the Department of Naval Service, 1913-14, with name of locality concerned, etc.

Wireless station	Port Burwell or Port Stanley, Ont.	May	6		13,301 81
"	Toronto, Ont.	"	6		15,377 76
"	Kingston, Ont.	"	8		13,861 83

Fair Wages Schedules prepared for the Department of the Interior, 1913-14, with name of locality concerned, etc.

Pavilion	Banff, Alta.	Aug.	22	Oct. 1913	17,575 00
Superstructure of bath house	Banff, Alta.	Jan.	3	Mar. 1914	110,000 00
Reinforced concrete posts	Wainwright, Alta.	"	5	No contract.	

Fair Wages Schedules prepared for the Department of Trade and Commerce, 1913-14, with name of locality concerned, etc.

Government elevator	Saskatoon, Sask.	Sept.	9	} Sept 10	2,005,620 00
"	Moose Jaw, Sask.	"	9		
"	Calgary, Alta.	Jan.	28	June 5	788,900 00
"	Vancouver, B. C.	"	28	No contract.	

FAIR WAGES SCHEDULES prepared for the Department of Agriculture, 1913-14, with name o flocality concerned, etc.

Nature of Work.	Locality.	Date at which schedules supplied by Department of Labour.	Date of Contract.	Amount of Contract.	issue of *Labour Gazette* in which Fair Wages schedule was published.
				$ cts.	
Two small barns at Experimental Station	Ste. Anne de la Pocatière, Que	Aug. 15	Sept. 16	20,392	

III.—FAIR WAGES COMPLAINTS INVESTIGATED BY THE DEPARTMENT OF LABOUR DURING THE FISCAL YEAR ENDING MARCH 31, 1914.

During the fiscal year there were received fifty-seven complaints of non-observance of fair wages conditions on Government works. Nearly all related to contract works; in a few cases the complaints came from employees under the direct control of some branch of the Government service, and at the request of the Department concerned investigation was made by an officer of the Department of Labour, whose report was transmitted to the officials having authority in the matter. The fifty-seven complaints related, for the most part, to alleged violations of the current wages and hours conditions of various contracts. Some of them were disposed of by correspondence; in most cases investigation was, however, necessary to establish the facts. Where the complaints proved, on enquiry, to be well founded, steps were taken by the Department of Labour looking to the enforcement of the contract conditions.

The fifty-seven complaints dealt with during the year were distributed among the different provinces as follows: Nova Scotia, 3; New Brunswick, 10; Quebec, 12; Ontario, 15; Manitoba, 3; Saskatchewan, 10; Alberta, 1; British Columbia, 3. The grievances related to the Departments respectively as follows: Public Works, 26; Railways and Canals, 11; Marine and Fisheries, 4; Militia and Defence, 4; Trade and Commerce, 4; Agriculture, 3; Naval Service, 1; Royal Northwest Mounted Police, 1; Transcontinental Railway Commission, 1.

A complaint was received from the Toronto District Council of the Brotherhood of Carpenters and Joiners to the effect that Messrs. Dennis & Son, contractors for certain carpentry work on Postal Station "F," Toronto, Ontario, were not paying the current rate of wages of forty-five cents per hour. Investigation of the contractors' books by a Fair Wages officer showed that one carpenter had been paid a rate of forty-two cents per hour during the period of his employment on this job. The matter was adjusted by the contractor's payment of the amount withheld.

The United Brotherhood of Carpenters and Joiners of America, Victoria, B.C., lodged a complaint as to hours required by the contractors for the construction of a breakwater at Ogden Point, Victoria, B.C. The complainant stated that all classes worked nine hours instead of eight hours, as set out in the Fair Wages Schedule of the contract. The Fair Wages officer resident on the Pacific Coast, was instructed to visit the works and investigate the complaint. He reported that the contractors had, after the situation had been made clear to them, agreed to observe eight hours as the length of a working day for all classes employed on this work. Complaints were subsequently received from the Victoria District Council of Carpenters and the Victoria Labourers' Protective Union that workmen employed by these contractors at the quarry at Albert Head were working nine hours, and receiving only time and a quarter for Sunday work. A visit was made by the Fair Wages officer to the camps in question. He reported the conditions were all that could be desired, and that nine hours represented the working hours current in the locality where the quarry is situated, also that only work of necessity was done on Sunday. It was recommended that no further action be taken.

A complaint was received from the secretary of the National Central Council of Labour of the district of Quebec that the contractor for the construction of an addition to the Post Office building at that place was offering only twenty cents to labourers. The Fair Wages Schedule of the contract provided for a minimum rate of twenty-five cents to builders' labourers and twenty cents to common labourers. An investigation was made by an officer of the Department, who reported that up to that time only common labourers had been employed. The complainant was informed of this fact and no further action was taken.

In connection with the construction of the Canadian Northern Railway line in the district of Montreal, a complaint was received to the effect that a workman had not been paid the wages due him. The matter was referred to the Department of Railways and Canals, and on enquiry by that Department it was found that the complainant had since received his wages. A further complaint was received from a number of workmen, who claimed that they had hired at $2.50 per day, and that the station contractor refused to pay them that amount, but offered them $1.00 per day and board. In a later letter, the complainants averred that they themselves had offered to accept $1.00 per day and board for ten days' ditching, but that the station contractor had refused to pay them. In view of these conflicting statements, the contractor stated that on receipt of an order from the sub-contractor, certifying the claim, that a cheque would be forwarded in settlement. This fact was communicated to the complainants, and in the absence of the necessary information no further action was taken.

A workman claimed that he had worked as an engineer on the St. Andrew's Locks, near Winnipeg, and had been paid at a rate of forty cents per hour instead of the rate of fifty cents, provided for in the Fair Wages Schedule of the contract. On receipt of this complaint, the Department wrote the complainant, asking to be furnished with certain particulars. No reply being received, the Department again wrote the complainant, but the letter was returned to the Department as undelivered. The matter was accordingly dropped.

In connection with the construction of the Canadian Northern Railway line in the vicinity of North Bay, Ontario, complaint was made by one of the men that on leaving work he had been paid at a rate of $2.00 per day, whereas he had been promised a rate of $2.50. The matter was referred to the Department of Railways and Canals, and the complaint brought to the attention of the Canadian Northern Railway Company. The Department was informed that a satsifactory settlement had been reached.

Complaints were received in the Department from the Brotherhood of Painters, Decorators and Paperhangers and the Halifax District Trades and Labour Council to the effect that painters, carpenters and blacksmiths employed at the Halifax branch of the Canadian Naval Service were not being paid the rates current for these classes of labour. A report was made by an officer of the Department, recommending payment of the current rates to the employees concerned. The same was communicated to the Department of the Naval Service.

Complaints were received in the Department from the Brandon Trades and Labour Council and from the local branch of the Amalgamated Society of Carpenters and Joiners to the effect that the contractors for the construction of a barn at the Experimental Farm, Brandon, were not complying with the Fair Wages Schedule of their contract. Investigation was made by an officer of the Department, who reported that the carpenter, whose name was given in the complaints above mentioned, had worked thirty-five and one-half hours

and had received only $12.50, which would be at a rate of thirty-five cents, whereas the Fair Wages Schedule called for the payment of fifty cents per hour to carpenters. The contractors agreed to pay these men the amounts due them on demand. At the time of the investigation the work had been completed, and as the pay-roll contained the names of men working on other jobs for the contractors, it was impossible to pick out the men who had been employed on this particular work. Subsequently, the Department received from the Provincial Fair Wages Officer of Manitoba a complaint from a workman, claiming to have been employed as a carpenter on the above mentioned work and receiving therefor only thirty-five cents per hour, also that he had received this rate while performing work for the Experimental Farm authorities at Brandon. The matter was referred to the Director of the Experimental Farms, Ottawa. In connection with his work on the barn, the contractor stated that the claimant was hired as a handy man and was paid as such. The Experimental Farm authorities stated that the claimant was not a qualified carpenter and was only able to do the rougher kind of work; further that he offered to work at thirty-five cents, and was hired on this understanding.

The United Brotherhood of Carpenters and Joiners of America lodged a complaint that a contractor doing work at the new Marine Depot at St. John, N.B., was not adhering to the Fair Wages Schedule rate for carpenters. An investigation was made by an officer of the Department, who reported that at that time no carpentry work had been done, but that some handy man had been engaged in putting the timber in place. The contractor promised that as soon as he started making moulds for concrete work he would employ carpenters and pay them the current rate of wages. He also promised to post the Fair Wages Schedule in a conspicuous place on the works.

The United Brotherhood of Carpenters and Joiners of America, St. John, N.B., complained that the contractor for certain Government work on Partridge Island, N.B., was not paying the Fair Wages Schedule rate of $3.00 per day to carpenters. An investigation was made by an officer of the Department, who reported that only three carpenters were working on this job, two of whom were receiving the Fair Wages Schedule rate, the other was a young man under twenty years of age, who was learning the trade under his father, who was foreman on the work. He had at first received $1.50 per day and board, but at the time of the investigation he was receiving $2.50 per day without board. The contractor declared that everything would be arranged to the satisfaction of the complainant and the matter was thus disposed of.

A complaint was received from the Brotherhood of Boiler Makers, Iron Ship Builders and Helpers to the effect that the contractors, who were building locomotive engines for the Intercolonial Railway, were working longer hours than those prevailing in the city of Toronto for boiler makers and paying a lower rate than that current for this class of labour. It was found on enquiry that no Fair Wages Schedule had been included in the contract for this work, and the Department was therefore unable to take any action. The situation was explained to the complainant.

A complaint was received from the Brotherhood of Carpenters and Joiners of America, stating that carpenters employed on the construction of a Post Office building in Moose Jaw, Saskatchewan, were working ten hours per day instead of nine, the latter being the hours current for that class of labour. An investigation was made by an officer of the Department, who visited the

work in question. It was found that the men were working ten hours, but the contractors stated in a letter to the Department that they had no objection whatever to the men working nine hours, but left the matter entirely to the men themselves.

In connection with the construction of a pier at the deep water terminal of the Intercolonial Railway, Halifax, N.S., complaint was made by the United Brotherhood of Carpenters and Joiners of America that the contractors were not observing the rates and hours specified in the Fair Wages Schedule of their contract, in so far as carpenters were concerned. The complaint was accompanied by sworn declarations from four individuals affected. This matter was referred to the Department of Railway and Canals. The contractors informed this latter Department that all the men received thirty cents per hour, except one who was hired as a carpenter, but was later rated as a carpenter's assistant and paid as such. The contractors further stated that they worked their men ten hours per day, but that they had never forced any one to work more than nine hours, most of the men being only too willing to put in all the time possible during the fine weather.

The District Council of the United Brotherhood of Carpenters and Joiners, Montreal, Quebec, notified the Department that the carpenters employed by the Montreal Board of Harbour Commissioners on elevators Nos. 1 and 11 were receiving only forty cents per hour, whereas the current rate in Montreal was forty-two and one-half cents. Following the refusal of the Board to pay the latter rate, the carpenters concerned went on strike. The Commissioners, however, maintained that the work was not Government work, and therefore not subject to conditions which applied in the case of Dominion Government contracts.

Complaint was made to one of the officers of the Department, who was in Port Arthur, Ontario, that the contractors for the construction of an armoury at that place were not complying with the Fair Wages conditions of their contract, in so far as stonecutters were concerned. The Fair Wages officer was instructed to make an enquiry, and was told by the union that the men at Ignace were working ten hours per day and were paid on the piecework system. The matter was referred to the Department of Public Works. The Department of Public Works stated that on enquiry it was found that instead of the rate of wage of sixty cents, specified in the Fair Wages Schedule of the contract, sixty-two and one-half cents per hour was being paid to the workmen cutting stone at Ignace for this work, and that their working hours were eight hours per day. These facts were communicated to the workman from whom the complaint emanated.

A sworn declaration was received in the Department from a workman, who stated that he had been employed as a painter on the St. John armoury building, that he had worked five days and had been paid therefor at the rate of $2.00 per day. The Fair Wages Schedule rate for painters in this contract being $2.50 per day, the Department at once brought this complaint to the attention of the contractor, who in turn referred it to the sub-contractors for the painting and glazing of the armoury. The sub-contractor's statement was to the effect that the complainant was not what he had represented himself to be, and that he had accordingly been discharged.

Application was made to the Department of Labour for the enforcement of an eight-hour working day for the building trades employed on the construction of a post office building in St. John, N.B., as representing the current working

hours of these trades in the locality. The contractors themselves conceded an eight-hour day to the stonecutters, but were unwilling to follow a like course in respect of the other trades. The Department of Labour, under the terms of the contract, was not vested with authority to do more than to uphold the terms of the Fair Wage Schedule conditions. The Fair Wage Schedule of the contract provided, however, for a nine-hour working day, which had been current at the time the contract was awarded.

Complaint was made by the Regina Trades and Labour Council that the contractors for the construction of buildings for the Royal Northwest Mounted Police at Regina were not paying current rates of wages, and that certain work was being done by police officers on the piecework system. It was found, on enquiry, that no Fair Wages Schedule had been inserted in the contract in question. Provision had, however, been made for current wages and working day hours for the several classes of labour required. The contractors furnished a statement on request of the Department of Labour, showing the rates and hours observed on this contract, which were found to be in accordance with the provisions prevailing in the locality. No action was, therefore, taken by the Department.

The United Brotherhood of Carpenters and Joiners complained to the Department, through the Trades and Labour Congress of Canada, that the contractors for the post office building in Brantford, Ontario, were not paying the current rate to carpenters employed on this work, also that these employees were working ten hours per day and Saturday afternoons in violation of the contract conditions. An investigation was made by an officer of the Department, who examined the contractors' pay-rolls, and reported that carpenters employed on this work were receiving from twenty-seven and one-half to thirty-eight cents per hour. The contractors promised to adhere to a minimum rate of thirty cents per hour.

Complaint was made to the Department that the contractors for the construction of a causeway across the Cataraqui River at Kingston were not adhering to the Fair Wages Schedule of their contract in respect of the rate of wages and working hours of the labourers employed on this job. It was found, on enquiry by one of the Fair Wages officers that the labourers were working for ten hours per day, and were receiving generally $2.00 per day and board, whilst the Fair Wages Schedule called for a rate of $2.00 per day of eight hours, without any reference to board. Certain wages claims against the contractors were enforced and payment made accordingly. Apart therefrom, evidence was furnished to the Department that the men employed had expressed themselves in writing as satisfied with the existing conditions. It was, however, agreed between the parties that the terms of the Fair Wages Schedule should be strictly adhered to from the opening of the spring work on April first.

In connection with the construction of an armoury building on Esplanade avenue, Montreal, complaints were received in the Department to the effect that stonecutters, structural iron workers and painters were not receiving the wages rates current in the locality. The matter was referred to the Department of Militia and Defence, and was also looked into by an officer of the Department of Labour. It was ascertained that the specifications had been prepared by local architects in Montreal, and that no Fair Wages conditions had been inserted in the contract.

A complaint was received in the Department to the effect that the contractors for the North Battleford armoury were not paying labourers employed on the work a rate of twenty-two and one-half cents per hour, specified in the Fair Wages Schedule of the contract. The Department was later informed that carpenters were not receiving the rate provided for in the schedule, namely, fifty cents. The matter was referred to the Department of Militia and Defence, and was also made the subject of an investigation by an officer of the Department of Labour. A list was made by the Fair Wages officer of the names of all workmen who had received less than the schedule rates of wages and forwarded to the Department, and the contractors gave the assurance that they would settle with these men for all the back time, and that they would strictly adhere to the schedule in all future payments. The men were accordingly notified by the Department to call at the office of the contractors in order to receive any outstanding amounts. The matter was thus satisfactorily disposed of.

The Department was informed, through the United Brotherhood of Carpenters and Joiners, that the contractors for the construction of a post office building in North Battleford, Saskatchewan, were paying only forty-five cents per hour instead of fifty cents, the rate specified in the Fair Wages Schedule of the contract. The contractors were notified of their obligation, and later informed the Department that the trouble had been caused by a mistake on the part of the foreman, who had paid four carpenters forty-five cents per hour for a period of eight days. This had, however, been rectified, and the carpenters were receiving the Fair Wages Schedule rate.

Complaint was made by the Trades and Labour Congress of Canada, Montreal, Quebec, regarding the wages paid to certain carpenters employed in the Intercolonial Railway shops at Fraserville, Quebec. The matter was referred to the Department of Railways and Canals, under whose direction the work was being carried on. A report on this matter was received from the general manager of the Canadian Government Railways, and was communicated to the complainants.

In connection with the construction of a wharf at West St. John, the Department was informed by the United Brotherhood of Carpenters and Joiners of America that the Fair Wages Schedule of the contract provided for a working day of nine hours for the building trades, whereas eight hours was recognized in that locality as constituting a working day. The Fair Wages officer of the Department, to whom this complaint was referred, reported that a nine-hour day for the building trades prevailed at the time of the preparation of the schedule.

The United Brotherhood of Carpenters and Joiners of America, St. John, N.B., complained that Fair Wages conditions were not being enforced in connection with the contract for the construction of a fumigating plant at Reid's Point Wharf. Upon enquiry of the Department of Agriculture, it was found that no Fair Wages conditions had been inserted in this contract and that the total cost of the work would only be about $1,100.

Complaint was received on behalf of a number of workmen employed in the construction of a portion of the telegraph line along the Transcontinental Railway, east of Cochrane, Ontario, that they had not received fair rates of wages in that they were working for a rate of $1.50 per day and board, whereas the rate generally paid in the district was $3.00 per day, and that the contractor was charging them with railway fare contrary to his promise. The

matter was referred to the Commissioners of the National Transcontinental Railway, under whose direction the work was being carried on. Enquiry elicited the information that by agreement with the men the contractor had not observed any regular pay-day, but that whenever requested he had sent amounts to their families. The Department was later informed by the complainant that he had received his back pay. Regarding the question of non-payment of the current rate, it was found that the current rate was $2.00 per day without board, and that the rate of $1.50 per day and board represented the current rate on the line of construction of this railway in Northern Ontario and Quebec. A list of claims against the contractor for railway fare was subsequently received in the Department. The contractor stated that the arrangement with his men was that the fare one way would be charged and credited back at the end of the season, provided the men remained until the work was finished. This, however, the complainants had refused to do. The Department was unable to make any settlement of these latter claims since the transaction was one of private arrangement.

The Department was informed through the Bricklayers' and Plasterers' Union that the sub-contractor for the Post Office building in Preston, Ontario, refused to pay the current wage rate of wages to bricklayers, masons and plasterers employed on this work. Complaint was later received through the United Brotherhood of Carpenters and Joiners of America that the contractor was not paying the current rate of wages to carpenters. The Fair Wages officer learned on investigation that the carpentry work had not been started on this contract.

Complaint was received in the Department that certain patternmakers employed by a Toronto firm in the construction of steel dredges for the Dominion Government were not receiving the rate of wages current in the locality. An investigation was made by an officer of the Department, as a result of which the contractors promised to pay all patternmakers employed on Government work a minimum rate of thirty-seven and one-half cents per hour.

The Department was informed by the United Brotherhood of Carpenters and Joiners of America and the United Association of Plumbers, Steam and Gas Fitters, respectively, that the rates and hours stipulated for carpenters, plumbers and steam fitters in the Fair Wages Schedule of a contract for the construction of Postal Station "G," Toronto, were not in accordance with the rates and hours prevailing in the locality. The matter was taken up with the contractors, their attention being directed to a clause in the contract requiring the payment of such wages as are generally accepted as current from time to time during the continuance of the contract for a competent workman in the district in which the work was being performed. The current wages rate was accordingly upheld.

On behalf of the painters employed in connection with the construction of an Examining Warehouse at Calgary, Alberta, a complaint was received from the Painters, Decorators and Paper-hangers of America, regarding the rate paid to painters. An officer of the Department visited the locality, with the result that the contractor and sub-contractor agreed to pay painters fifty cents per hour, nine hours per day, as stipulated in the Fair Wages Schedule.

The American Brotherhood of Cement Workers notified the Department that the rate of thirty-two cents per hour specified for cement workers in the Fair Wages Schedule of the contract for the construction of a Post Office

building at Westmount, Quebec, was not in accordance with the rate current for that class of labour in the locality. The matter was referred to one of the Fair Wages officers of the Department, who reported that thirty-two cents per hour was the prevailing rate at the time the Schedule was prepared, but that at the time the complaint was made the rate had been increased to forty cents. In an interview with the contractors the Fair Wages officer was given the assurance that the rate of forty cents per hour would be paid to all cement workers employed on this contract. This information was communicated to the complainants.

A sworn declaration was received in the Department from a workman employed as a carpenter on the Lachine Post Office contract, stating that he had received only thirty-five cents per hour instead of the rate mentioned in the Fair Wages Schedule for carpenters, namely, forty-two and one-half cents. Investigation was made by an officer of the Department, who inspected the contractor's pay-roll and reported that the claim was well founded, but that for a portion of the time the complainant had been engaged on other work. A cheque for the amount due was tendered by the contractors in settlement of this claim. The Department later received through the Department of Public Works a number of further claims against the contractors for alleged non-payment of the Fair Wages Schedule rates to carpenters and masons employed on this work. Investigation was made by one of the officers of the Department, who reported that a number of masons were receiving only forty-five cents per hour instead of the Fair Wages Schedule rate of fifty cents, and a number of carpenters were receiving thirty-five and forty cents instead of forty-two and one-half cents. Settlement of these claims was made by the contractor.

On request of the United Brotherhood of Carpenters and Joiners of America an investigation was made into a complaint that the Fair Wages Schedule of the contract for the supply and erection of the steel superstructure of the addition to the Port Colborne elevator had not been posted on the premises, in accordance with the requirements of the contract. Investigation showed that the complaint was well founded. The matter was referred to the Department of Railways and Canals, under whose direction this work was being executed. Correspondence passed between the Department of Railways and Canals and the contractors in this matter. The Department of Labour was subsequently informed that the contractors had agreed to comply with the terms of their contract in this respect.

The United Brotherhood of Carpenters and Joiners of America lodged a complaint on behalf of certain carpenters employed on the construction of a Post Office building in Moose Jaw, Saskatchewan. It was alleged that the contract conditions were not being adhered to by the contractors, also that it was the intention of the contractors to bring carpenters from Winnipeg to work on this job. An investigation was made by an officer of the Department, who reported that the complaints were entirely groundless.

On behalf of certain carpenters employed on the construction of the Armoury at Moose Jaw, Saskatchewan, complaint was made by the United Brotherhood of Carpenters and Joiners of America that the current rate of fifty cents per hour was not being paid to that class of labour. Investigation was made by an officer of the Department, who reported that carpenters were receiving forty cents per hour and that the rate given in the Fair Wages Schedule was forty-five cents. The facts were communicated to the Department of

Militia and Defence, under whose authority the work was carried on. The Department was later informed that most of the claims had been settled on the forty-five cent basis, the contractors in a few instances being unable, however, to ascertain the whereabouts of the claimants.

During a visit of the Minister of Labour to Montreal in the fall of 1913 complaint was made to him that the contractors for fittings in the General Post Office of that city were paying less than the current rates of wages to their workmen. Investigation was made by an officer of the Department, who reported that the complaint was not well founded, the rates paid by the contractors for this work comparing very favourably with the rates paid by other firms in the city of Montreal.

During the month of November, 1913, complaint was made to the Department of Labour by the International Association of Bridge and Structural Iron Workers that the sub-contractor for the steel work on the customs house on McGill street, Montreal, was not paying structural steel workers the rate current in that locality for that class of labour. An investigation was made by an officer of the Department, who reported that the current rate for structural steel workers was then forty cents per hour. The Fair Wages Schedule of the contract, however, was prepared in the fall of 1912, and specified a minimum rate of thirty-five cents per hour to structural steel workers. The matter was referred to the Department of Justice for a ruling as to whether the terms of the contract required adherence on the contractor's part to the rates of wages current in Montreal, or only to the rate set forth in the Fair Wages Schedule. The decision of the Justice Department in this matter was that the Government had not authority to do more than uphold the Fair Wages Schedule rates. The Fair Wages officer explained the situation to the complainants, with the result that a threatened strike was happily averted.

In connection with the construction of the immigration building in Quebec, Quebec, a complaint was received from a workman, claiming that he had worked as a carpenter and had been paid at a rate of $2.25 per day instead of $2.50, provided for in the Fair Wages Schedule of the contract. A sworn declaration was later received from this workman. Following an investigation by one of the Fair Wages officers, the contractor agreed to settle the claim in question.

A sworn declaration was received in the Department from St. John, N.B., to the effect that painters employed on a contract for the construction of grain conveyers were not receiving the Fair Wages Schedule rate of thirty-seven and one-half cents per hour. It was found that the painting work was not being executed by painters, but by workmen belonging to the rigging gang. The contractors agreed, however, to pay the men the Fair Wages Schedule rate for painters during the time they had worked at painting. It was also agreed that painters would be engaged for that work.

Complaint was made to the Department under date of November 3, from Saskatoon, Saskatchewan, that carpenters employed on the Government storage grain elevator at that place were not receiving the rate of wages of fifty cents per hour provided for in the Fair Wages Schedule. Investigation by one of the Fair Wages officers showed that the workmen in question were not employed on the Government contract, but were working on certain buildings owned by the contractors. On January 27th following, a complaint was renewed that carpenters employed on the elevator were required to work for ten hours per day instead of nine hours, as provided in the Fair Wages Schedule, and that the rate of fifty

cents per hour for this class of labour was not being adhered to. One of the Fair Wages officers accordingly visited the locality again, and found the complaint justified in certain cases. Thirty-seven claims were enforced and payment made accordingly of the difference due these workmen between the Fair Wages Schedule rate of fifty cents per hour and the rates which they had actually received. Promise was also made that the fifty cent rate would thereafter be adhered to in all cases. It was represented to the Fair Wages officer that some of the carpenters were themselves desirous of working ten hours per day. It was, however, arranged with the contractors that no discrimination would be shown against workmen who desired to work only nine hours.

At the same time that the foregoing complaint was disposed of the Fair Wages officer was called upon also to deal with a similar complaint regarding conditions under which the carpentry work was being performed on the erection of the Government storage grain elevator then in course of construction at Moose Jaw, Saskatchewan. Upon enquiry, sixty-five wages claims were enforced on this contract and payment made accordingly. Promise was also made that the Fair Wages Schedule rate for carpenters would be strictly adhered to thereafter.

The St. John Trades and Labour Council lodged a complaint on behalf of certain carpenters working on the Fish Hatchery building on the Ben Lomond Road, near St. John, N.B. Sworn declarations were received from three of the workmen concerned. Investigation was made by an officer of the Department, who reported that two of the claims were well founded, the complainants receiving $2.50 per day of nine hours, whereas the current wage rate was one of $3.00 per day of eight hours. The matter was also taken up by the Department of Marine and Fisheries, the contractor being informed that he would have to comply with his contractual obligations in the matter of wages and hours of carpenters employed on the work.

The District Council of the Brotherhood of Carpenters and Joiners of America complained that the Fair Wages Schedule of the contract for the Toronto Harbour improvements specified forty cents as the minimum rate to be paid to carpenters employed on that work, whereas the prevailing rate for that class of labour was forty-five cents. Enquiry showed that at the time the Schedule was prepared the current wage rate for carpenters was one of forty cents.

Complaint was made to the Department regarding the rates of wages paid to carpenters employed on the construction of the Post Office building at Brantford, Ont. Investigation was made by one of the Fair Wages officers and the complaint satisfactorily adjusted.

A complaint was received in the Department in connection with the work of casting iron weights for the Inland Revenue Department of the Dominion Government. The complainant represented that he had worked as a moulder on this work for a period of one hundred and twenty-seven hours, and had received payment at the rate of twenty-two and one-half cents per hour, whereas the current rate in Ottawa for this class of labour was $2.85 per day of nine hours. It was ascertained on enquiry that no Fair Wages conditions had been embodied in the contract.

In connection with the construction of Postal Station "F." Montreal, Que., complaint was made by the Building Trades Council of Montreal on behalf of a workman employed as a carpenter on this work, who had not been

paid the Fair Wages Schedule rate of wages. Investigation was made by an officer of the Department and an inspection made of the contractor's pay-rolls. It appeared that the complainant had worked part of the time as a carpenter and part of the time as a labourer, and as there was no way of determining the exact time worked in these respective capacities, the Department recommended that the contractor should pay the complainant the carpenter's rate for one-half of the total time employed. A cheque on this basis was accordingly forwarded by the contractor in settlement of the claims.

Still another cause of complaint emanated from certain workmen employed on the construction of the Government storage grain elevators at Saskatoon and Moose Jaw, in Saskatchewan, relating to deductions which were made from their wages to cover the cost of accident insurance. It was ascertained that the insurance in question was additional to the amounts for which the contractors would be liable in case of accident under the provincial statute, and that the contractors were themselves contributing towards the cost of this special insurance. Enquiry by one of the Fair Wages officers showed, however, that many of the employees were not satisfied with the deductions and arrangements were accordingly made that no further deductions should be made without authorization from the employees.

A written complaint was lodged by the Brotherhood of Painters, Decorators and Paper-Hangers of America that sailors from the "Niobe" were engaged at painting work at the Naval College, Halifax. The matter was referred to the Department of the Naval Service. A report was received from this latter Department to the effect that the commanding officer of the "Niobe" had stated that no sailors had been detailed for painting or other work at the Naval College.

In connection with the construction of a Drill Hall at Victoria, B.C., complaints were received from the Victoria District Council of Carpenters to the effect that the Fair Wages Schedule was not posted in a conspicuous place on the works and that carpenters and labourers were not being paid in accordance with the Fair Wages Schedule of the contract. The complaints were investigated by the Western Fair Wages Officer of the Department, who visited the works and reported that the claims were groundless. He found that the Fair Wages Schedule was posted above the wicket at which the men received their pay and that the work of timbering the trenches for foundations could not be classed as work belonging to carpenters. A subsequent complaint from the same source was to the effect that men working as carpenters were not receiving carpenters' wages, and that when the men were paid they were requested to sign a blank sheet, the amount of pay being filled in afterwards. The Fair Wages officer found on enquiry that this complaint also was not well founded.

The United Brotherhood of Carpenters and Joiners of America, Fredericton, N.B., complained that the carpenters employed on the construction of various buildings at the Experimental Farm Station there were working ten hours per day instead of the hours stipulated in the Fair Wages Schedule for that class of labour, namely, nine hours per day. The matter was brought to the attention of the Director of Experimental Farms, Department of Agriculture, Ottawa, and referred by the latter to the superintendent in charge at that place. The report on this matter was to the effect that so long as weather and daylight permitted, the employees with their own consent worked ten hours, being paid overtime for the extra work. This information was com-

municated to the complainant and the matter was understood to be satisfactorily disposed of.

The United Brotherhood of Carpenters and Joiners of America, Fredericton, N.B., lodged a complaint to the effect that the contractors for the construction of a freight shed at that place were not paying their carpenters the rate specified in the Fair Wages Schedule of the contract. The Department at once brought the complaint to the attention of the contractors and received the assurance from them that all the requirements of the contract had been strictly adhered to. The contractor's statement was communicated to the complainant and no further complaint was received.

Complaint was made by the District Council of the United Brotherhood of Carpenters and Joiners of America in Toronto that a workman employed on a contract for a Government dredge had not been paid the current rate of wages for his work. Investigation showed that the workman concerned was not working on any Government contract, and that he had been paid the prevailing rate of wages for the work he was hired to do.

The Department was notified by the Montreal Building Trades Council and the District Council of the United Brotherhood of Carpenters and Joiners of America of the non-payment of Fair Wages Schedule rates to certain workmen employed on the improvements to the upper approach to Lock No. 4 of the Lachine Canal at Cote St. Paul. An investigation was made by an officer of the Department, who found that the claims were well founded. Sworn declarations were received from a number of carpenters to the effect that they had not received the rate of forty-two and one-half cents per hour provided for this class of labour in the Fair Wages Schedule of the contract. Cheques were given by the contractors in settlement of all of these claims.

Regarding the Fair Wages Schedule inserted in the contract for the construction of an addition to the Royal Mint at Ottawa, Ontario, the Operative Plasterers' International Association lodged a complaint that the wages and hours provided for plasterers were not in accordance with the prevailing conditions. It was pointed out that at the time the Fair Wages Schedule was prepared the rate current for plasterers was one of forty-five cents per hour, the same having, however, increased to fifty cents since the preparation of this schedule.

Complaint was received on behalf of a number of workmen employed on the construction of the Canadian Northern Railway line, near Cartierville, Quebec, to the effect that they had not received their wages. On investigation it was found that the firm of sub-contractors by whom these workmen were employed was insolvent. Steps were taken by the Department of Railways and Canals to secure payment of these wages claims. The matter had not, however, been finally disposed of at the end of the fiscal year.

Various complaints were received regarding the rates of wages paid to carpenters employed in the construction of the Welland Ship Canal, between Lake Erie and Lake Ontario. The Fair Wages Schedule provided for the observance of the "current" rate of wages and of a minimum rate of thirty-five cents per hour in the case of carpenters. The complaint was to the effect that the thirty-five cent rate in question did not correspond to the rate generally current in the Niagara district, through which the canal would pass. Investigation by one of the Fair Wages officers showed that the current rate in the district for carpenters was one of forty cents per hour. The correspondence in connection with this matter had not, however, been concluded at the end of the fiscal year.

Complaint was made to the western Fair Wages officer of the Department of Labour by the Trades and Labour Council that the contractors for the construction of a dry dock at Prince Rupert, B.C., were not paying their carpenters the rate current in the district for that class of labour. On enquiry by the Department of Labour, it was found that the work in question was being performed by the Grand Trunk Pacific Railway Company under the Dry Dock Subsidy Act, and that the subsidy agreement executed by the company contained a clause providing for the payment of current wages. The complaint was at once referred to the Department of Public Works, and was made the subject of an investigation by the Department of Labour's western Fair Wages officer. The matter was still in abeyance at the close of the fiscal year.

A telegram from Le Pas, Manitoba, was received in the Department of Labour from a number of workmen who had been working on the Hudson Bay Railway line of construction. One of their number had signed a sub-contract and had jumped the contract, leaving the men's wages underpaid. An officer of the Department was instructed to investigate this complaint, but the same had not been entered upon at the close of the fiscal year.

TABLE showing nature and results of investigations made by the Fair Wages Officers during the financial year ended March 31, 1913.

I.—COMPLAINTS RECEIVED SINCE THE BEGINNING OF THE FISCAL YEAR 1913-14, AND INVESTIGATED DURING THE YEAR.

Complaint received.	Locality and Public Work.	Department affected.	Subject of Investigation.	Disposition.
Mar. 6, '13	Toronto, Ont., carpenters' work on Postal Station "F".	Public Works..	Alleged non-payment of current rate to a carpenter.	Investigation showed the complaint to be well founded. Payment was accordingly made by the contractor of amount due.
April 12, '13	Victoria, B.C., construction of breakwater.	Public Works..	Alleged non-observance of eight hour day, provided for in fair wages schedule of the contract.	Investigation was made by one of the fair wages officers, with the result that the contractors agreed to observe the eight hour day for all employees. Subsequent complaints regarding the hours worked at the quarry at Albert Head, were reported to be not well founded.
April 22, '13	Quebec, Que., addition to Post Office building.	Public Works..	That the contractor was offering less than the fair wage schedule rate.	Investigation made by one of the fair wages officers showed that the complaint was not well founded.
May 6, '13	Montreal, Que., construction of portion of Canadian Northern Railway.	Railways and Canals.	Alleged under-payment of wages due workmen and in one case non-payment of wages.	The matter was referred to the Department of Railways and Canals. It was found on enquiry by the latter Department that the complaint of non-payment had been settled. No action was taken in connection with the claim of under-payment owing to lack of reliable information.
May 7, '13	St. Andrew's Locks, near Winnipeg, work on Locks.	Public Works..	Alleged non-payment of fair wage schedule rate of wages for engineers.	The matter was dropped as the Department was unable to obtain any reply to its request for certain particulars of this matter.
May 12, '13	North Bay, Ont., construction of portion of Canadian Northern Railway Line.	Railways and Canals.	Alleged non-payment of wages.	The matter was referred to the Department of Railways and Canals. The Department was later informed that payment of the amount claimed had been made.
May 13, '13	Halifax, N.S., employees in Canadian Naval Service.	Naval Service..	Alleged non-payment of current wages rates to blacksmiths, painters and carpenters.	Investigation was made by one of the fair wages officers and the information thus obtained was communicated to the Department of the Naval Service, by whom these workmen were employed.
May 16, '13	Brandon, Man., erection of barn at Experimental Farm.	Agriculture. . . .	Alleged non-payment of the fair wages schedule rate to carpenters.	Investigation was made by one of the fair wages officers, who reported that the contractors were willing to settle the claim. A subsequent complaint from another workman was found to be without foundation.

May	20, '13	St. John, N.B., certain work at Marine Depot.	Marine and Fisheries.	Alleged non-payment of the fair wages schedule rate to carpenters	Investigation was made by one of the fair wages officers, who reported that no carpentry work had been done at that time. The contractor promised as soon as carpenters were required, he would pay them the current rate, also that he would post the fair wages schedule in a prominent place.
May	20, '13	Partridge Island, N.B., certain work for Government.	Marine and Fisheries.	Alleged non-payment of the fair wages schedule rate to carpenters	Investigation was made by one of the fair wages officers, who reported that the matter had been satisfactorily arranged.
June	11, '13	Toronto, Ont., locomotive engines for Intercolonial Railway.	Railways and Canals.	Alleged non-payment of current wages rate to boilermakers employed in connection with the building of locomotive engines for the Intercolonial Railway.	No fair wages conditions had been included in the contract and no action could therefore be taken by the Department.
June	25, '13	Moose Jaw, Sask., construction of Post Office building.	Public Works. .	That carpenters were working longer hours than those current for that class of labour.	Investigation was made by one of the fair wages officers, who reported that the contractors stated that the question as to whether their employees worked nine hours or ten hours per day was left entirely to the men themselves.
June	27, '13	Halifax, N.S., pier at terminal of I.C.R.	Railways and Canals.	That the contractors were not observing fair wages schedule rate of wages and hours of labour for carpenters.	The matter was referred to the Department of Railways and Canals, under whose direction the contract had been let. It was found that the complaints were not well-grounded, all of the complainants receiving the fair wages schedule rate, except one who was rated as a carpenter's assistant and paid as such. The contractors stated that they had worked their men ten hours per day, but did not force any one to work more than nine hours.
June	28, '13	Montreal, Que., construction of Harbour Commissioners' elevator.	. . . . .	Alleged non-payment of current wages rate to carpenters.	Upon investigation it was ascertained that the work involved was not Government work. The Department, however, recommended to the Board of Harbour Commissioners of Montreal, under whose direction this work was proceeding, that the current wage rate should be paid to the workmen concerned. This recommendation was not accepted and a strike ensued.
July	14, '13	Port Arthur, Ont., construction of Armoury	Public Works. .	Alleged non-compliance with the fair wages schedule of the contract.	Upon investigation by one of the fair wages officers it was found that the complaint was not well founded.
July	16, '13	St. John, N.B., construction of Armoury	Public Works. .	Alleged non-payment of the fair wages schedule rate of wages to a painter.	On enquiry it was ascertained that the complaint was not well-founded.
July	18, '13	St. John, N. B., construction of Post Office building.	Public Works. .	That building trades were working longer hours than those prevailing in the locality.	Investigation was made by one of the fair wages officers. The contractors conceded the eight hour day to the stonecutters, but refused to do the same for the other building trades. The fair wages schedule provided for a working day of nine hours hours which had been current when the contract was awarded.
Aug.,		'13 Regina, Sask., buildings for Royal North-West Mounted Police	Royal North-West Mounted Police.	Alleged non-payment of current wage rates.	Upon enquiry it was found that the contractors were adhering to the provision of their contract, regarding the payment of current wage rates.
Aug.	6, '13	Brantford, Ont., construction of Post Office building.	Public Works. .	Alleged non-payment of the current wages rate to carpenters and that men of this trade were required to work for longer hours than those generally prevailing in the locality.	Investigation was made by one of the fair wages officers and the complaint satisfactorily adjusted.

Table showing nature and results of Investigations, etc.—*Continued.*

Complaint received.	Locality and Public Work.	Department affected.	Subject of Investigation.	Disposition.
Aug. 8, '13	Kingston, Ont., causeway contract.	Public Works. .	Regarding wages and hours of certain employees.	Payment was enforced of certain claims. Other matters in dispute were disposed of by agreement.
Aug. 23, '13	Montreal, Que., construction of Armoury building on Esplanade Avenue.	Militia and Defence	Regarding non-payment of current rates to stonecutters, structural iron workers, and painters employed on the above mentioned work.	It was ascertained on enquiry that the Department of Labour had not been asked to furnish any schedule for this work.
Aug. 23, '13	North Battleford, Sask., construction of Armoury building.	Militia and Defence.	Alleged non-payment of fair wage schedule rates to carpenters and labourers.	Investigation was made by one of the fair wages officers and the complaint satisfactorily adjusted.
Aug. 29, '13	North Battleford, Sask., construction of Post Office building.	Public Works. .	Alleged non-payment of fair wages schedule rate to carpenters.	The contractors on being notified of their obligation to adhere to the fair wages schedule rates, stated that through an error four carpenters were paid less than the schedule rate for a period of eight days, but that this had been rectified.
Sept. 5, '13	St. John, N.B., construction of wharf.	Public Works. .	Employees' desire for the establishment of an eight hour working day.	The complainant was informed that at the time the fair wages schedule was prepared the customary working day in these trades was one of nine hours. The Department was, under these circumstances, unable to require the working day to be reduced to eight hours.
Sept. 5, '13	St. John, N.B., construction of the fumigating plant at Reid's Point wharf.	Agriculture. . . .	Alleged non-observance of fair wage conditions.	It was ascertained upon enquiry that no fair wage conditions had been inserted in the contract in question.
Sept. 17, '13	Transcontinental Railway, east of Cochrane, Ont., construction of telegraph line.	Transcontinental Railway Commission.	Alleged deferred payment of wages and non-payment of current rates.	The matter was referred to the Commissioners of the National Transcontinental Railway. It was reported that the complainant had been paid his back wages and that the complaint regarding non-payment of current rate was without foundation.
Sept. 24, '13	St. Catharines, Ont., certain work on Welland Canal	Railways and Canals.	That lock and bridge tenders were required to do painting work.	Investigation was made by one of the fair wages officers and the circumstances disclosed were then referred to the Department of Railways and Canals.
Oct. 2, '13	Preston, Ont., construction of Post Office	Public Works .	Alleged non-payment of current wages rate to bricklayers, masons, plasterers and carpenters.	The contract contained a fair wage clause and general provision for the payment of current wage rates. On investigation it was found that the complaint was not well founded.
Oct. 3, '13	Toronto, Ont., construction of steel dredges.	Railways and Canals.	Wages paid pattern makers.	Investigation was made by one of the fair wages officers. The contractors agreed to establish a minimum wage rate of 37½c. per hour for all pattern-makers employed on Government contract work.

Oct.	10, '13	Toronto, Ont., construction of Postal Station "G".	Public Works.	Alleged non-payment of current wages rates to carpenters, plumbers and steamfitters.	The matter was taken up with the contractors, by whom the department was informed, that the sub-contractors for the carpentry work had agreed to pay the current rate.
Oct.	15, '13	Calgary, Alta., construction of examining warehouse.	Public Works.	Alleged non-payment of fair wages schedule rate to painters.	Investigation was made by one of the fair wages officers, and the complaint satisfactorily adjusted.
Oct.	16, '13	Westmount, Que., construction of Post Office building.	Public Works.	Alleged non-payment of fair wages schedule rate of wages to cement workers.	It was found that since the time of the preparation of the schedule the rate for cement workers in that locality had been increased. As a result of representations made to the contractors, it was agreed that cement workers would receive the prevailing rate.
Oct.	22, '13	Lachine, Que., addition to Post Office building.	Public Works.	Alleged non-payment of fair wages schedule rate of wages to carpenters and masons.	Investigation was made by one of the fair wages officers, with the result that a settlement was made of the amounts due the complainants.
Oct.	22, '13	Port Colborne, Ont., supply and erection of the steel superstructure of the addition to the elevators.	Railways and Canals.	Alleged non-compliance with fair wage conditions of contract, regarding posting of schedule.	Investigation was made by one of the fair wages officers, who reported that the complaint was well-founded. The matter was referred to the Department of Railways and Canals. The Department of Labour was later informed that the contractors had agreed to comply with the regulation in this respect.
Oct.	27, '13	Moose Jaw, Sask., construction of Post Office building.	Public Works.	Alleged non-payment of fair wages schedule rate of wages to carpenters.	Investigation was made by one of the fair wages officers, who reported that the claims were not well-founded. No further action was therefore taken.
Oct.	27, '13	Moose Jaw, Sask., construction of Armoury building.	Militia and Defence.	Alleged non-payment of current wages rate to carpenters.	The matter was investigated by one of the fair wages officers and a settlement of certain claims effected between the contractor and his employees.
Nov.	'13	Montreal, Que., fittings for General Post Office.	Public Works.	Alleged non-payment of current wages rates.	On enquiry, it was found that the rates paid by the contractors on this work, compare favorably with the rates paid by other firms in the city of Montreal.
Nov.	'13	Montreal, Que., construction of Customs House on McGill Street.	Public Works.	Alleged non-payment of current wage rate to structural steel workers.	The matter was referred to the Department of Justice, the decision of that Department being that according to the terms of the contract the contractors could not be compelled to pay more than the rates specified in the fair wages schedule.
Nov.	5, '13	Quebec, Que., construction of immigration shed.	Public Works.	Alleged non-payment of fair wages schedule rate to a carpenter.	Investigation was made by one of the fair wages officers, who reported the claim well-founded. The contractor agreed to settle the claim and no further action was necessary.
Nov.	3, '13	West St. John, N. B., erection of grain conveyers from C. P. R. elevator to steamship berths, adjoining.	Public Works.	Alleged non-payment of fair wage schedule rate of wages to painters, and other matters.	On investigation by one of the fair wages officers this complaint was satisfactorily adjusted.

TABLE showing nature and results of Investigation, etc.—*Continued.*

Complaint received.	Locality and Public Work.	Department affected.	Subject of Investigation.	Disposition.
Nov. 3, '13	Saskatoon, Sask., construction of government storage grain elevator.	Trade and Commerce.	Alleged non-payment of fair wages schedule rate of wages to carpenters.	Investigation by one of the fair wages officers showed that the workmen in question were not employed on the government contract proper, but on the construction of certain buildings owned by the contractors.
Nov. 26, '13	St. John, N.B., construction of fish hatchery building.	Marine and Fisheries.	Alleged non-payment of current rate of wages to carpenters.	Investigation was made by one of the fair wages officers, who reported two of the claims well-founded. The matter was also referred to the Department of Marine and Fisheries, with a recommendation that the contractor should be required to live up to the terms of his contract, and payment of the contractor was held pending settlement of the above mentioned wage claims.
Dec. 23, '13	Brantford, Ont., construction of Post Office building.	Public Works.	Alleged non-payment of current wages rates.	Investigation was made by one of the fair wages officers, as a result of which the complaint was satisfactorily adjusted.
Dec. 28, '13	Montreal, Que., construction of Postal Station "F".	Public Works.	Alleged non-payment of fair wage schedule rate of wages to a carpenter.	Investigation was made by one of the fair wages officers and the claim was satisfactorily adjusted.
Jan. 14, '14	Saskatoon, Sask., and Moose Jaw, Sask., construction of government storage grain elevators.	Trade and Commerce.	Alleged deductions from wages for accident insurance premiums.	Investigation by one of the fair wages officers showed that these deductions were not made in all cases with the employees' consent. The contractors undertook that no further deductions should be made without written authorization from the employees.
Jan. 22, '14	Halifax, N.S., painting on Naval College.	Marine and Fisheries.	That sailors from H.M.C.S. "Niobe" were doing painting work at the Naval College in Halifax.	It was ascertained on enquiry by the Department of the Naval Service that the complaint was not well-founded.
Jan. 24, '14	Victoria, B. C., construction of drill hall.	Militia and Defence.	That the fair wages schedule was not posted in a conspicuous place, also that carpenters were receiving labourers' wages.	Investigation was made by one of the fair wages officers of the Department, who reported that the complaints were groundless.
Jan. 27, '14	Saskatoon, Sask., construction of Government storage grain elevator.	Trade and Commerce.	Regarding wages and hours of carpenters.	Investigation by one of the fair wages officers showed the fair wages schedule rate of 50c. per hour had not been paid to all the carpenters employed. Thirty-seven of the individual wages claims presented were enforced and payment accordingly made by the contractors. It was also arranged that none of the carpenters should be required to work more than nine hours per day without their consent.

Jan. 30, '14	Fredericton, N.B., construction of various buildings at Experimental Farm Station.	Agriculture..	That carpenters were working longer hours than those specified in the fair wages schedule of the contract.	The matter was referred to the Department of Agriculture, from whom it was learned that the carpenters who worked ten hours instead of nine hours, did so of their own free will and were paid the overtime rate therefor.
Jan. 30, '14	Fredericton, N.B., construction of freight shed.	Public Works..	That the fair wage conditions of the contract, regarding carpenters, were not being complied with.	On enquiry, the Department was informed that the contractors had lived up to the requirements of their contract. No further complaint was received.
Jan. 31, '14	Moose Jaw, Sask., construction of government storage grain elevator.	Trade and Commerce.	Regarding wages and hours of carpenters.	Investigation by one of the fair wages officers showed that the fair wages schedule rate of 50c. per hour had not been paid to all the carpenters employed. Sixty-five of the individual claims presented were enforced and payment accordingly made by the contractors. It was also arranged that none of the carpenters should be required to work more than nine hours per day without their consent.
Mar. 15, '14	Toronto, Ont., construction of a scow.	Harbour Commission of Quebec.	Alleged non-payment of current wages..	Investigation by one of the fair wages officers showed that the workman from whom this complaint emanated was not employed on government work.
Mar. 16, '14	Cote St. Paul, Que., improvements to upper approach of Lock No. 4, Lachine Canal.	Railways and Canals.	Alleged non-payment of Fair Wages schedule rates.	Investigation was made by one of the fair wages officers. Settlement was made by the contractors of the claims in question.
Oct. 3, '13	Vicinity of Cartierville, Que., construction of Canadian Northern Railway Line.	Railways and Canals.	Alleged non-payment of wages.....	The matter was referred to the Department of Railways and Canals and settlement of these claims was enforced.
Oct. 7, '13	Welland Ship Canal, Ont.	Railways and Canals.	Alleged non-payment to carpenters of current wage rate.	Full investigation of this complaint was made by one of the fair wages officers. Correspondence in respect of the same had not been concluded at the end of the fiscal year.
Jan. — '14	Prince Rupert, B. C., construction of dry-dock.	Public Works..	Alleged non-payment of current wages rate to carpenters.	The dry dock in question was being constructed for the Grand Trunk Pacific Railway Company under the Dry Dock Subsidy Act. Investigation by one of the fair wages officers showed that the complaint was well-founded. Compliance with the contract was enforced upon the contractors.
Mar. 28, '14	Le Pas, Man., construction of Hudson Bay Railway Line.	Railways and Canals.	Regarding non-payment of wages.....	Investigation of this complaint had not been made at the end of the fiscal year.

IV.—INSPECTION OF RAILWAY CONSTRUCTION WORKS.

In 1912 a special regulation was made under the authority of the Minister of Labour, requiring the recording of the names, addresses, &c., of workmen employed on railway construction for the Government of Canada, and of the names and addresses of their next of kin, for purposes of identification and notification of relatives in cases of accident, illness, or death. Forms for the above mentioned purposes were printed and distributed by the Department along the line of construction of the Transcontinental Railway. Arrangements were also made for the use of these forms on the line of construction of the Grand Trunk Pacific Railway and the Transcontinental main line under construction in the Province of Ontario.

Under the above mentioned regulation the Department of Labour was advised, during the past year, of various cases of accident, illness and death. The information referred to was communicated by the Department in each instance to the next of kin. In the case of foreign workmen, the particulars were furnished to the principal consular representative in Canada of the nationality of the workman concerned. A table is published in the present chapter, showing the cases of accident, illness and death of which the Department was informed, on the lines of construction of the National Transcontinental Railway, the Grand Trunk Pacific Railway, and the Canadian Northern Railway main line between Sudbury and Port Arthur.

Various complaints were received in the Department in the course of the past year relative to the unfair treatment of workmen engaged in railway construction, in respect of their remuneration and employment conditions. Attention was given to all of these complaints, and various inspections were made by officers of the Department into the actual conditions prevailing on some of these construction works.

Table showing cases of Accident, Illness and Death on line of construction of the National Transcontinental, Grand Trunk Pacific and Canadian Northern Railways.

I.—NATIONAL TRANSCONTINENTAL RAILWAY.

Date		Locality	Nationality	Occupation	Nature of Injury or Illness.
1913					
May	25	Parent, Que.	Irish	Labourer....	Died from natural causes.
June	1	Atik River Camp, Que...	Galician.....	Labourer....	Death due to syncope.
"	29	95 miles east of Cochrane	Italian.....	Labourer....	Struck by handcar and killed.
July	2	Hearst, Ont.....	Russian.....	Labourer....	Train passed over him, severing head from body.
"	6	Pit 161, Que.....	French Canadian	Labourer....	Drowned while bathing.
"	7	Hervey Jct., Que.....	American.....	Brakeman..	Struck on temple by balance weight of ballast plow. Died instantly.
Aug.	2	Mile Post 282, Que.....	Russian	Labourer....	Death due to liver and lung trouble.
Sept.	20	Camp Mile 234, Ont.	Finlander.....	Labourer....	Died of typhoid fever.
Dec.	2	Superior Jct., Ont.....	Austrian.....	Labourer....	Fatal accident.

II.—GRAND TRUNK PACIFIC RAILWAY.

Date.		Locality.	Nationality.	Occupation.	Nature of Injury or Illness.
1913					
April	1	Bulkley Summit, B.C.	Austrian	Labourer	Large piece of frozen gravel struck his back. Disabled for some months.
May	[illegible]	South Bulkley, B.C.	Italian	Labourer	Heart failure.
June	20	Canyon Creek, B.C.	[illegible]	Teamster	Drove horses into creek; caught in swift current and drowned.
"	25	Camp Mile 224, B.C.	[illegible]	Labourer	Died June 25, 1913.
"	[illegible]	Mile 200, B.C.	Galician	Labourer	Drowned in Nechano River.
July	[illegible]	Albi Camp No. 1, B.C.	Italian	Labourer	Death due to uræmia.
October	13	Burns Lake, B.C.	Finlander	Labourer	Heart failure.
Nov.	11	Burns Lake, B.C.	Scotch	Labourer	Right eye injured by explosion. Doctor expected he would regain full sight.
Nov.	21	Mile 283, B.C.	Italian	Labourer	Instantly killed by dirt slide.
Dec.	2	Fort George, B.C.	English	Labourer	Died of typhoid fever.
"	2	Mile 283, B.C.	Swede	Labourer	Died Dec. 2, 1913.
"	[illegible]	Fort Fraser, B.C.	Scotch	Attending Lights	Skull fractured by piece of rock from explosion. Died shortly afterwards.
"	18	Mile 226, B.C.	French	Labourer	Drowned in Fraser River.
"	24	Mile 258, B.C.	Irish	Labourer	Died of typhoid fever.
"	27	Mile 301, B.C.	Russian	Labourer	Buried in dirt slide. Skull fractured.
1914					
Jan.	4	Mile 283, B.C.	English	Labourer	Heart failure.
"	10	Mile 226, B.C.	Scotch	Labourer	Sharp snag entered his body. Peritonitis developed, causing death.
"	11	Hogg Meadow Camp, No. 4, B.C.	Swede	Labourer	Accidently shot in arm. Disabled for several months.
"	15	Mile 238, B.C.	[illegible]	Labourer	Died Jan. 15, 1914.
"	16	Mile 316, B.C.	American	Labourer	Died Jan. 16, 1914.
"	2	Endako, B.C.	Austrian	Labourer	Rock struck him below knee, causing compound fracture of leg, tibia and fibula. Possibility of losing leg.
"	26	Mile 287, B.C.	Italian	Driller	Particles of rock and sand blown into leg from blast. Tetanus set in, causing death.
[illegible]	3	McBride, B.C.	Swede	Labourer	Died of typhoid fever.
"	4	Hogg Meadow Camp, No. 4, B.C.	Russian	Labourer	Mass of frozen earth struck him on back Died a few hours after.
	6	Willow River, B.C.	[illegible]	Labourer	Died of intestinal tuberculosis.
"	12	Endako, B.C.	English	Labourer	Struck by rock from slope and died fifteen minutes later.
	21	Mile 283, B.C.	Italian	Labourer	Killed by rock from blast.
Mar.	2	Fraser Lake, B.C.	Italian	Labourer	Rock from slope struck his ankle. Disabled about eight weeks.
"	4	Fraser Lake, B.C.	Austrian	Labourer	Piece of gumbo or hard clay from slope struck ankle, causing fracture. Disabled about eight weeks.
"	23	Fraser Lake, B.C.	Norwegian	Driller and Powderman	Premature explosion caused injury to both eyes. Will probably lose one eye.

III. CANADIAN NORTHERN RAILWAY.

Date.	Locality.	Nationality.	Occupation.	Nature of Injury or Illness.
1913.				
June 16	Mile 215, Ont.	Russian	Labourer	Death caused by premature explosion.
July 6	Stoney River Hospital, Ont.	Russian	"	Died of heart and kidney trouble.
" 19	Mile 227, Ont.	Swede	Stationman	Death caused by premature explosion.
" 19	Mile 227, Ont.	Norwegian	"	" " " "
" 28	Bowland's Bay Station, Ont	Italian	Labourer	Right hand caught in dipper of steam shovel. Part of middle finger removed and third finger deeply cut.
August 4	Makwa, Ont.	Italian	"	Drowned while bathing.
Sept. 20	Mile 238, Ont	Finlander	"	Died of tyhoid fever.
October 18	Makwa, Ont.	Canadian	Bridgeman	Fell off bridge, sustaining injuries which caused his death four hours after.
" 29	Nepigon, Ont.	Roumanian	Stationman	Deaths caused by their carelessness while blasting.
" 29	" "	Roumanian	"	
" 29	" "	German	"	
" 31	Mile 234, Ont.	Russian	Labourer	Struck by mast of derrick, causing fracture of skull. Death resulted from compression of brain.
1914.				
January 17	Near Arnprior, Ont.	Italian	Labourer	As result of dynamite explosion three Italians, two Englishmen and one Canadian were killed. Three Italians were injured, one having his legs broken, another having his head injured, and the third having slight injuries.
" "	" "	Italian	"	
" "	" "	Italian	"	
" "	" "	English	"	
" "	" "	English	"	
" "	" "	Canadian	"	
" "	" "	Italian	"	
" "	" "	Italian	"	
" "	" "	Italian	"	

V.—REPORT OF ROYAL COMMISSION ON INDUSTRIAL TRAINING AND TECHNICAL EDUCATION.

References have been made in the annual reports of this Department during recent years to the Royal Commission on Industrial Training and Technical Education appointed by the Dominion Government in June, 1910. The report of the Commission having appeared during the fiscal year 1913-14, it will be appropriate here to refer to the circumstances attending the establishment of the Commission and to the general nature of the report.

The report is of an exhaustive character, and is contained in four parts, printed in four volumes. The recommendations, briefly stated, urge the annual appropriation by the Dominion Parliament for each year during a period of ten years, for the various aspects of industrial training and technical education, of the sum of $3,350,000, this sum to be distributable among the various provinces of Canada proportionately to population and subject to certain suggested requirements and conditions. Of the amount named, the Commission recommends that the sum of $350,000 should be applied particularly to the development and furtherance of elementary education in relation to industrial training and technical education, the larger sum of $3,000,000 becoming a Dominion Development Fund, to be applied more generally to the same end. The recommendations of the Commission include suggestions as to the plan under which the appropriation should be controlled and expended, the Commissioners favouring a system ascending from local urban and local rural boards, through provincial development councils and commissions, to a Dominion development conference and a Dominion development commission, the last named body being the central authority. Some features of these recommendations are outlined more fully on a later page of this chapter.

DISCUSSION IN PARLIAMENT.

The conditions of Canada with regard to technical education had been mentioned on more than one occasion in debates in the Dominion Parliament, and on December 6, 1909, became the theme of an interesting discussion in the House of Commons in connection with a motion proposed by Mr. Hugh Guthrie, member for South Wellington, as follows:—

> "That in the opinion of this House it is desirable that a Commission of Inquiry should be forthwith appointed to investigate the needs of Canada, in respect of technical education, and to report on ways and means by which these needs may be best met."

In the debate that followed, the Minister of Finance (then the Hon. W. S. Fielding), the Minister of Labour (then the Hon. W. L. Mackenzie King), and the Leader of the Opposition (then the Hon. R. L. Borden), were among those expressing sympathy with the object of Mr. Guthrie's motion. At the request of the Minister of Labour, the debate was adjourned, it being understood that in the interim some aspects of the matter would be taken up for discussion with the provincial governments.

ROYAL COMMISSION APPOINTED.

On January 28, 1910, the Minister of Labour, in a further statement on the subject in Parliament, announced that communications had been received from the Prime Ministers of the various provinces, and it was now, in the opinion of the Government, desirable that a Commission on Industrial Training and Technical Education should be appointed.

On May 3 an appropriation was voted by Parliament for the expenses of the inquiry, and a Royal Commission was appointed by the Governor-in-Council on June 1. The membership of the Commission is set out more formally in the text of the Order-in-Council, printed on another page, but may be here briefly indicated: Dr. James W. Robertson, C.M.G., Montreal, Chairman; Hon. John N. Armstrong, North Sydney, N.S.; Rev. Dr. George Bryce, Winnipeg, Man.; Mr. Gaspard DeSerres, Montreal; Mr. G. M. Murray, Toronto; Mr. D. Forsyth, Berlin, Ont.; Mr. James Simpson, Toronto; secretary and reporter to the Commission, Mr. Thomas Bengough, Toronto.

Some time later Mr. Gaspard DeSerres, not having found it possible to give his complete time to the duties of the Commission, and particularly having been unable to accompany the Commission during its visit to Europe, Mr. Ernest Belanger, of Montreal, was appointed to act, when occasion required, as in Mr. DeSerres' place.

(It is here recorded, with deep regret, that the Honourable John N. Armstrong, of North Sydney, died some months after the report of the Commission had reached the Minister's hands.)

MINISTER'S LETTER TO PROVINCIAL PREMIERS.

The Minister, in his statement in the House of Commons, on January 28, 1910, read the correspondence between himself and the Prime Ministers of the different provinces. The letter addressd by the Minister to each provincial Prime Minister was in the following terms:—

(From the Minister of Labour to the Premiers of the Several Provinces.)

DEPARTMENT OF LABOUR, CANADA,
OTTAWA, December 13, 1909.

DEAR SIR,—The Dominion Government is considering the advisability of appointing a Royal Commission to inquire into the needs and present equipment of the Dominion as respects industrial training and technical education, and into the systems and methods of technical instruction obtaining in other countries, particularly in Great Britain, France, Germany and the United States. It is intended that the Commission shall be solely for the purpose of gathering information, the information, when obtained, to be published in a suitable report, to be at the disposal of the provinces and available for general distribution.

I may say that the view of the Government is that a commission of the kind suggested might render valuable services to the Dominion as a whole, since it would be in a position to conduct an inquiry on a wider and more comprehensive scale than might be considered desirable or possible in the case of the different provinces, and which, if undertaken by the provinces individually, must lead inevitably to the duplication and reduplication of energy and expense.

It is recognized, however, that the work of such a Commission, to be of national service, should have the hearty endorsation of the governments of the several provinces of the Dominion, and I am, therefore, writing to ask if the appointment by the Federal authorities of a Commission of the character and scope suggested would meet with the approval of your Government, and to inquire, in particular, inasmuch as some doubt has been expressed on the point, whether exception to such a course would be taken on any ground of jurisdiction.

Yours faithfully,

(Signed) W. L. Mackenzie King.

The Minister observed to the House, in effect, that the replies received, the text of which was laid before the House, were deemed by the Dominion Government as approving the proposition for the appointment by the Federal authorities of a commission of inquiry, and it was proposed to take action accordingly.

TERMS OF ORDER IN COUNCIL.

The terms of the Order in Council establishing the commission were as follows:—

"On a memorandum dated May 28, 1910, from the Minister of Labour, stating that industrial efficiency is all important to the development of the Dominion and to the promotion of the home and foreign trade of Canada in competition with other nations, and can be best promoted by the adoption in Canada of the most advanced systems and methods of industrial training and technical education.

"The Minister further states that the Premiers of the several provinces of the Dominion have expressed on behalf of the Governments of their respective provinces, approval of the appointment by the Federal authorities of a Royal Commission on Industrial Training and Technical Education.

"The Minister recommends that authority be granted for the appointment of a Royal Commission to inquire into the needs and present equipment of the Dominion as respects industrial training and technical education, and into the systems and methods of technical instruction obtaining in other countries; the said Commission to be appointed pursuant to vote No. 477 of the Supplementary estimates for the fiscal period ending March 31, 1910, and to consist of the following gentlemen, viz.:—

Mr. James W. Robertson, C.M.G., LL.D., of Montreal, Que., chairman.
Hon. John N. Armstrong, of North Sydney, N.S.
Rev. George Bryce, LL.D., F.R.S.C., of Winnipeg, Man.
Mr. Gaspard DeSerres, of Montreal, Que.
Mr. Gilbert M. Murray, B.A., of Toronto, Ont.
Mr. David Forsyth, M.A., of Berlin, Ont.
Mr. James Simpson, of Toronto, Ont.

"The Minister further recommends that the said Commissioners be instructed and empowered to pursue their investigations at such localities as may appear necessary, in the Dominion of Canada, in the United Kingdom of Great Britain and Ireland, the United States of America, France, Germany, and, subject to the approval of the Minister, elsewhere on the continent of

Europe; also that the purpose of the Commission shall be that of gathering information, the information when obtained to be carefully compiled, and together with such recommendations as it may seem expedient to the Commission to make, published in a suitable report to be at the disposal of the provinces and available for general distribution.

"The Minister further recommends that the Commissioners be appointed under the provisions of the statute respecting inquiries concerning public matters, and report the results of their investigations, together with their recommendations, to the Minister of Labour.

"The Minister further recommends that Mr. Thomas Bengough, of Toronto, be appointed secretary and reporter to the said Commission.

"The committee submit the same for approval."

WORK OF THE COMMISSION.

The manner in which the Commission proceeded about its work is perhaps best learned from the interim statement of the Commission to the Minister of Labour under date of March 28, 1911, and laid by the Minister before the House of Commons. This statement outlines in the first place the plan of work pursued by the Commission and summarizes the general conclusions of the Commission as formed at the date of writing; expresses in the second place some conclusions reached as to the equipment found throughout Canada in respect to industrial training and technical education; and, thirdly, surveys briefly the testimony received at the sessions of the Commission. From this latter section of the interim statement it appears that the Commission during its investigation in Canada had taken the evidence of 1,470 persons appearing at some one or other of the 174 sessions of the Commission. This report was made before the departure of the Commission for Europe, and does not therefore discuss that aspect of its work. The interim statement is here presented in full:—

I.—The Plan of Work Adopted by the Commission and a Summary of the Inquiry Conducted.

It is considered unnecessary to recite the steps which led up to the appointment of the Commission by the Government of the Dominion, but for the sake of clearness and completeness a copy of the Order-in-Council and of the Commission itself is attached hereto. Copies of the correspondence which passed between yourself, as Minister of Labour, and the premiers of the several provinces in respect to this matter have also been attached.

The several members of the Commission, having been notified of their appointment, were invited to meet you as Minister of Labour at the Department of Labour on July 6, 1910. All the members, together with the secretary and reporter to the Commission, were present. After hearing from you a statement giving an outline of the work expected to be done by the Commission and the nature of the inquiry it was to conduct, the Commission was duly constituted, and immediately proceeded to make plans for carrying out the duties assigned to it by the Commission itself, as well as by the directions given by you.

It was decided to visit the chief industrial and commercial centres throughout Canada, beginning at Halifax, N.S., and crossing the Dominion to Vancouver Island. Itineraries were duly drawn up and notifications of the intended visit

of the Commission were sent in advance to the mayor, to the president or chairman of the board of trade, and to other persons in each locality directly engaged in, or concerned with, the industries and education.

Our duty, as set forth in the Order-in-Council and in the Commission itself, requires us to make full investigation into the matters of industrial training and technical education, in so far as these can promote industrial efficiency, which "is all important to the development of the Dominion and to the promotion of the home and foreign trade of Canada in competition with other nations." In the discharge of that duty the Commission has given our attention to the manufacturing industries, to agriculture, to domestic occupations, to mining, to the fisheries, to the lumber interests, to the building trades, to the transportation services, as well as to the technical training required for commercial operations.

The Commission has also made inquiry into the needs of existing industries in respect of labour, the quality of labour which is available, and requirements of such labour for industrial training and technical education.

The Commission began its work of inquiry at Halifax, N.S., on July 18, 1910. It continued to visit places in the Maritime Provinces until August 26. After that date the Chairman left the Commission for a time to fulfil an engagement he had with the Government of Newfoundland. At the same time other members of the Commission went to the Canadian National Exhibition at Toronto.

Between August 30 and September 16 the Commission did its work in two divisions, and visited fourteen of the smaller industrial towns in the Province of Ontario.

On September 19 the Commission as a whole reassembled at Montreal. That week was devoted to Montreal, Macdonald College and Quebec city. Conferences were held with representative men and women at Montreal, and arrangements duly made for the presentation, at a later date, of testimony from the various interests concerned with industrial training and technical education in Montreal and its neighbourhood.

On September 26 the Commission resumed its itinerary in the Province of Ontario.

From November 1 until the first week of December the Commission visited places in Western Canada, beginning at Port Arthur, Ontario, and ending at Victoria, B.C.

On the return journey the members visited cities in the Western States, where trade schools and other methods of industrial training had been established. A list of the places visited is submitted, together with some notes on the institutions which were examined. The full report on these will be included with the reports of the visits of inquiry to the United States, to be made after our return from Europe.

During January and part of February the Commission revisited Toronto, carried out its inquiry at Sault Ste. Marie, Ontario, and in places in the Province of Quebec, and held final sessions at Ottawa.

The Commission has visited 100 places (cities, towns and important localities). It has held 174 sessions to receive testimony. It has transcripts of the evidence of 1,470 men and women. Written memoranda were requested from or offered by a number of these witnesses. One hundred and eighty such documents have been received and are on file with the Commission; others are still coming to hand.

In every province the Commission requested an opportunity to wait upon the Provincial Government, and it was received by the Premier with other members of the provincial cabinet, or by some member of the cabinet designated

by the Provincial Government to receive us. As directed by you, the Chairman conveyed to the Provincial Governments the message expressing the appreciation of the Dominion Government of the offers of co-operation and assistance which had been extended by the provincial authorities to the Commission. In every province the Commission received, not merely assurances of good will, but had the benefit of willing and helpful co-operation.

The halls or rooms for the holding of the sessions had been arranged for in every case by the local authorities. The following instances are illustrative of the other places:—

Halifax, N.S.—Provincial Technical College.
St. John, N.B.—Board of Trade Rooms.
Fredericton, N.B.—Chamber of Legislative Assembly.
Charlottetown, P.E.I.—Chamber of Legislative Assembly.
Montreal, P.Q.—*City Council Chamber.
Quebec, P.Q.—City Council Chamber.
Toronto, Ont.—City Council Chamber.

In the several localities the Commission visited industrial establishments and educational institutions during either the forenoon or afternoon, or both. Sessions for receiving testimony were held during the evening, and when necessary, also during the afternoon or forenoon, instead of visits for observation. The Commission was usually met on its arrival by the mayor of the place and the members of a reception committee, representing the city or town council, the Board of Trade, the Manufacturers' Association, the educational institutions and the labour organizations.

As a rule the local authorities provided the vehicles—usually automobiles—for getting around to the various establishments. These were always provided free of cost to the Commission.

The first session at each place was opened by the reading of the King's Commission. Then followed a brief address of welcome and a statement of the general character of the city or town in respect to industries and education, by the mayor or chairman of the reception committee. The chairman of the Commission made a brief statement explanatory of the object of the Commission, and the way in which its inquiries were conducted. Usually a list had been obtained from the local committee of representative men and women, who were prepared to testify regarding the need and present equipment of the place in respect to industrial training and technical education. The statements were taken under oath or solemn affirmation. The information was usually secured by means of question and answer. The chairman conducted the examination in chief and each of the other Commissioners in turn asked questions as he saw fit. The witness was given an opportunity to make any statement bearing on the matters inquired into, and to supplement his oral testimony by a written statement. Many of the persons occupying the most important positions in industrial activities and educational administration were requested to furnish written memoranda. Opportunity was given to any person who desired to offer testimony, either orally or in writing. No one was summoned officially to appear before the Commission. Invitations were extended to representative men and women. Those who have testified did so with evident frankness, and appeared satisfied that they had thereby contributed something useful in respect to industrial training and technical education, and in regard to the needs of the industries and the needs of the young people and workers of the locality.

*Sessions held also at the Monument National, McGill University and the Board of Trade.

The members of the Commission have been impressed by the numbers of thriving industries in comparatively small towns. Throughout all the eastern provinces many establishments were visited, from which the products were being shipped throughout the whole of Canada. These towns enjoyed no special shipping facilities or any apparent advantages in regard to cheap power or nearness to raw material. The enterprise, ability and energy of a few men have enabled them to make the beginning upon a small scale from which businesses employing from 50 to 200 persons have grown up. Factories were situated where abundance of fresh air and light prevailed, and where the workmen could provide homes under favourable conditions for their children. As instances, we mention a furniture factory located at Windsor, N.S., with its products being shipped throughout Canada, nearly one-half to the west of Winnipeg, and a portion to Newfoundland. Windsor, N.S., is not even on the main line of a through railway.

At Truro, N.S., there is a cap factory, reported to be turning out nearly one-half of the caps required by the Canadian trade, making headway under all existing competitions.

At Charlottetown, P.E.I., a machine shop was turning out gasoline engines, one-half of which were being shipped west of Winnipeg. About 100 men were employed and they were working overtime.

At Sackville, N.B., a stove works was doing a local trade and also supplying its products throughout the Northwest. The manager stated that the cooler temperature of summer and the other favourable conditions for the workmen gave sufficient advantage to enable him to increase the business.

At Fredericton, N.B., a shoe factory employing over 100 persons was shipping boots and shoes to Montreal, to Moose Jaw and other points in the West.

At Victoriaville, Que., we found four prosperous industries—furniture, chairs, iron bedsteads, clothing—all reported to have grown up within seven years. The products from each were being shipped all over Canada, in each case about one-half to points west of Winnipeg. We saw one carload at each of two factories loaded for Vancouver, B.C.

Instances of similar development and extension of trade could be cited from a score of places in Ontario. Those mentioned are typical and not exceptional. It has been made evident that the industrial development of Canada has not been going on only in the larger towns and cities.

The Commission observed the establishment and growth of comparatively new industries whose managers testified that they required increasing numbers of highly skilled and technically trained workers, as for example, electrical works and automobile factories.

II.—The Equipment Found Throughout Canada in Respect to Industrial Training and Technical Education.

Provisional summaries have been made of the information obtained regarding the present equipment of the Dominion respecting industrial training and technical education. These are arranged as underneath and are submitted herewith:—

A. Universities, colleges, and experiment stations.

B. The equipment and courses at secondary schools and public schools with particular reference to shopwork, manual training, domestic science and nature study with school gardens.

C. Night schools and evening classes for industrial training and technical education.

A provisional survey of what is contained in these summaries indicates that at many places in Canada, as enumerated in them, a good beginning has been made.

There is hand work of some sort—hand-and-eye training—in the elementary grades of many schools from the kindergarten up. In a number of towns there are courses in manual training and household science, and other places are planning to introduce them. That is part of general education for development, for culture and for citizenship, and it is also preparatory education to which industrial training and technical education will piece on without waste.

A beginning has been made in technical education in secondary schools in Montreal, Toronto, Hamilton, Sault Ste. Marie and Halifax. Technical and commercial high schools in Montreal and Toronto are carrying on day and evening classes. The evening classes are attended almost wholly by young men and women who are working in some factory or shop or office during the day, or are engaged in the building trades. New technical schools have been established at Montreal and Quebec, but classes in them have not yet begun. Winnipeg is erecting two new technical high schools, at cost of $700,000. There are good night schools for the workers in places like Montreal, Quebec, Toronto and Vancouver, but not much opportunity in the way of classes in the smaller cities and towns where the man who earns his living by craftsmanship or in industrial work can get a further training.

Several colleges and universities provide courses of a partially technical character for what may be called the technical professions. Principal Falconer, of Toronto University, was disposed to call the education provided formerly by the School of Practical Science and now by the Faculty of Applied Science of the university, "professional and not technical." The institutions where the most advanced courses are provided are the University of Toronto, McGill University, the Polytechnic School of Laval University, the School of Mining of Queen's University, the Nova Scotia Technical College and the University of New Brunswick.

The agricultural colleges, which are intended primarily for the technical education of farmers, also give courses to qualify students for entering upon professional work related directly to rural occupations.

The Ontario Agricultural College at Guelph, with the Macdonald Institute on adjoining grounds, receives men and women. The courses include the various branches of agriculture, household science and manual training. An illustration consolidated rural school rounds out the equipment. During recent years some of the teachers-in-training go from the Normal Schools of Ontario to the Ontario Agricultural College for a special course of some ten weeks in nature study and elementary agriculture.

Macdonald College at Ste. Anne de Bellevue, Que. (which is a College of McGill University), carries on its work in three schools: the school of agriculture, the school for teachers, and the school of household science. It also has a Macdonald Illustration Rural School, with a model school garden.

The Agricultural Colleges at Truro, N.S., and Winnipeg, Man., do similar work suited to the needs of their provinces. Buildings are in course of erection at Saskatoon for the College of Agriculture as a part of the University of Saskatchewan. Extension teaching and demonstration work for the rural populations are promoted and assisted by the Agricultural Colleges in all the provinces.

III. A Survey of the Testimony Received at the Sessions of the Commission.

Of the 1,470 men and women from whom testimony has been received, some occupy foremost positions in industries, agriculture, mining, lumbering and fishing; others are engaged in educational work, including the superintendents of education, principals of universities and colleges and teachers in institutions and schools of all grades; and others represent the various trades and occupations.

The transcript of the evidence received by the Commission during its 174 sessions amounts to about 4,030 typewritten pages of foolscap size. A first analysis of it has been made and summaries have been arranged under marginal designations, according to the plan on the sheets which are attached hereto.

In general the testimony has been to the effect that provision for industrial training and technical education, in institutions and in industrial establishments, exists in comparatively few places, and in them not to an extent adequate to the needs of the industrial population.

Some of the chief matters which have come before the Commission from witnesses are presented in the following paragraphs in so far as the testimony in regard to particular industries and localities can be summarized into general terms:

The system of training young men and women as apprentices is becoming less common than formerly. In some trades it has disappeared as a system and learners are expected and required to pick up the trade as best they can. The introduction and use of machinery where hand labour was formerly employed is given as one of the chief causes for the change. In a few shops, notably the shops of the railway companies, instruction classes and systematic instruction in the shops and at machines have been provided to meet the new conditions.

The rapid development of the country and the growth of towns and cities have provided the lure of relatively high wages for boys and girls of 14 years and younger. That attracts them to leave school early. Frequently such young people accept places and begin work for which little training is required and in which experience does not lead to the acquisition of ability or skill in a trade or occupation which affords permanent employment or is suitable for mature years. At least part of a remedy would come through schools or courses of study which provided more hand work of a constructive kind.

The testimony was substantially unanimous in indicating that in respect to industrial training and technical education the following are among the pressing needs of the people:—

(1) Some opportunity in all schools for boys when they are past twelve, whereby the boy will gain experience in constructive hand work as well as book work and thus reveal to himself and his teacher and parents the bent of his ability to an extent that will give an indication of what he should choose, and how he should prepare, for his life's work.

(2) Provision for the boys from twelve to sixteen who intend to go into some skilled trade, to learn in school how to use common hand tools for wood and iron and the qualities of common materials. A few of these are fundamental to most industrial occupations.

(3) Courses or schools, of high school or academy grade, adapted to the boys who are going into industrial life. Such schools or courses to give them preparation for their future work equivalent to what the present high schools give to the boys going into the professions.

(4) Some education to make up to the boy, after he begins to work, for what he does not now get through lack of an apprenticeship system, some forenoon, afternoon or evening classes to give him the further knowledge of mathematics and mechanical principles; and also some variety of shop work, to develop the skill of hand and the all-round ability in some trade, which the apprentices formerly got by their long and practical training. The manufacturers and other employers of labour have expressed a willingness to co-operate in helping to make such classes and courses effective.

(5) Evening schools for workmen in the smaller cities and towns to fit them for advancement and promotion.

(6) Some enlargement and improvements of the means whereby farmers' children may learn the elements of the scientific principles which underlie rural occupations, such as the growing of crops, the feeding of live stock, the fighting of weeds, insects and plant diseases, and the maintenance of fertility and beauty, and the same in more advanced forms suited to the farmers themselves.

(7) Instruction—the means and opportunity for instruction—of a similar character suited to the lives and occupations of the fisherfolk, and those engaged in the mining industries.

(8) Classes and courses for the training of women and girls to give them clear concepts of the sanitary conditions which make for the safety, comfort and economy of the home; correct ideas of economical ways of providing food and garments and of using fuels; and some practice in domestic art that will further enable them to reveal and enjoy their love for the beautiful by making beautiful things for the house.

(9) Correspondence study courses for persons who are unable to avail themselves of schools and classes, and the advantage to such persons of visiting instructors in connection therewith.

(In this connection it is to be noted that, from the many statements made to the Commission, it would appear that several hundred thousand dollars per annum have been paid by Canadians for correspondence courses provided by American institutions. Those who had taken the courses, or were taking them, testified that they derived benefit, although only a small percentage of the number appear to have carried the work through to the end of the course.)

(10) Intimate correlations and co-operations between those who manage industries and factories, the men and women most skilled in their trades and occupations, and the managers of the schools and classes where workers are trained.

A great deal of testimony was presented indicating that properly organized hand-and-eye-training with constructive work, was helpful in developing the powers of children from the kindergarten classes upward. The teachers who had experience spoke highly of its value in qualifying the children to take up bench and table work in manual training and domestic science in later years; they also testified that the hand work contributed to the progress of the pupils in what are called book studies.

The survey made by the Commission has revealed a great measure of interest throughout the whole of Canada in the subject of industrial training and technical education.

The representatives of all occupations and interests, who testified, gave the Commission the impression that they expect further action to be taken in the near future in all the provinces, such as will result in meeting the needs which have been indicated by their testimony.

A number of persons, occupying important and influential positions in industry and education, expressed the opinion that the Dominion Government should in some way assist in developing industrial training and technical education by granting financial assistance.

All of which is respectfully submitted. By direction of the Commission,

JAS. W. ROBERTSON,

Chairman.

SUBSEQUENT WORK OF THE COMMISSION.

A general view of the work of the Commission subsequent to the date of the interim statement is gathered from the chapter introductory to the general report, extracts from which are printed on a later page of this section. Briefly it may be stated that in April, 1911, the Commission left for Europe and continued its investigations in Great Britain and in various other countries. Its members returned to Canada at various dates in September and October. The work of the preparation of the report appears to have been then taken up, but was broken by a further visit to different American cities during November, 1911. After January 1, 1912, the Commission was not assembled at Ottawa save on call of the chairman, but such conferences were held from time to time as were deemed necessary for consultative or other purposes looking to the framing of the report, a duty which was placed by the Minister specially on the chairman and the secretary, who were provided with any necessary clerical assistance.

Part I of the report, signed by all the members of the Commission and by the secretary, and containing the recommendations of the Commission, with an outline of the general character of subsequent sections of the report, was placed in the Minister's hands shortly before the close of the parliamentary session of 1912-13. This section of the report comprises 57 printed pages. The manuscript covering the remaining sections of the report needing still some attention, and the task of seeing so voluminous a report through the press being one of considerable magnitude, Dr. Robertson and Mr. Bengough, the former chairman and secretary respectively of the Commission, were requested by the Minister to continue their services until this work had been completed, it being deemed specially desirable that there should be no avoidable delay in having copies of the report distributed to the public. This work proceeded throughout the summer months, and it had been hoped that copies of the complete report would be distributable early in the fall of 1913. Copies of the first section of the report, that containing the recommendations of the Commission, were distributed during the summer in considerable numbers in quarters which it was considered would be specially interested in the recommendations and in the subject generally of technical education. Despite what appears to have been the best efforts of those concerned, including those responsible for the mechanical work, copies of the report in complete form were not delivered in the Department until some time in March, 1914. The fourth volume of the report related specially to the inquiry of the Commission in Canada, covering in all about 800 printed pages, and it was not deemed desirable to begin the general distribution of any section of the report until a supply of all volumes had been received in the Department.

MINISTER'S LETTER ACCOMPANYING REPORT.

On receipt in the Department in March, 1914, of the first complete bound copies of the four volumes, the report was brought formally to the attention of the Prime Ministers of the several provinces, a communication being addressed by the Minister of Labour to each provincial Premier in the following terms:—

(From the Minister of Labour to the Premiers of the Several Provinces.)

OTTAWA, March 12, 1914.

MY DEAR SIR,—You will, perhaps, recall communications exchanged in December, 1909, between my predecessor as Minister of Labour and yourself, with reference to the advisability of the appointment by the Dominion Government of a Royal Commission "to inquire into the needs and present equipment of the Dominion as respects industrial training and technical education," etc., my predecessor going on to remark, "It is intended that the Commission shall be solely for the purpose of gathering information, the information, when obtained, to be published in a suitable report to be at the disposal of the provinces and available for general distribution." Letters were similarly exchanged on this subject with the Prime Ministers of the other provinces of Canada. None of the replies received objected to the appointment of the Commission, and several contained expressions of cordial approval of the proposed course of action.

The Dominion Government appointed a Royal Commission in June, 1910, and the Commission in due course reported. I deemed it well, before bringing the report formally to your attention, to await receipt of the concluding section (Part IV.), in view particularly of the fact that this part contains a report of the inquiry of the Commission in Canada itself. Copies of this part having been received, the four volumes comprising the report are now sent you, and I should be pleased to receive, as soon as may be possible, an expression of your views as to the general nature of the report, and especially concerning the recommendations contained therein. Any suggestion you may be pleased to make will be submitted to my colleagues, and will receive, you may rest assured, careful consideration.

The earlier volumes of the report have been already forwarded to each member of your Government and to many of your leading officers.

Yours faithfully,

T. W. CROTHERS.

Replies were received in due course, in most cases after the close of the fiscal year, indicating continued interest by the provincial Prime Ministers in the subject of technical education and promising that the report should receive careful attention.

Looking somewhat beyond the close of the fiscal year 1913-14 it may be remarked that the King's Printer, acting under instruction of Parliament, distributed copies of the report to all persons and institutions whose names appear on the parliamentary mailing list, this list including, as the Department is informed, the names of members of the Dominion Parliament and of the Provincial Legislatures, and of judges, various Dominion and provincial officials, newspapers, public libraries, etc., to the number in all of several

thousand. Shortly after the close of the fiscal year the Department of Labour received a large supply of cloth-bound copies of the complete report available for distribution. The discussions of the report in the public press caused considerable demand and the Department dealt promptly with the numerous requests received. A large distribution was made by the Department also to carefully selected lists. Delivery of copies of the report, translated into French, was expected in time to permit distribution during the late summer months.

FEATURES OF THE REPORT.

It is not practicable in the space here available to discuss in any detail the contents of a report which fills some 2,500 printed pages, but from Part I of the report, which itself purports to be in some measure a review or summary of the report at large, some extracts may be taken which will perhaps convey the essential features of the recommendations of the Commissioners and will indicate in part the general conclusions reached by them.

COMMISSION'S INTERPRETATION OF ITS DUTIES.

"We think," remark the Commissioners in the chapter introductory to Part I, after quoting the terms of the Order in Council, "it will be appropriate that we should state concisely what we conceive to be the duties imposed upon us by the terms of the Royal Commission.

"I. We are to gather information, by inquiry into the needs and present equipment of Canada respecting Industrial Training and Technical Education.

"II. We are to make investigation of the systems and methods of Technical Instruction obtaining in other countries.

"III. We are to carefully compile the information obtained.

"IV. We are to express any opinion that we may see fit upon the results of our inquiries and investigations.

"V. We are to make such recommendations as it may seem expedient to us to make.

"V. We are to report on these matters to the Minister of Labour; all to the end that industrial efficiency may prevail for the development of the Dominion and for the promotion of the home and foreign trade of Canada in competition with other nations.

"In pursuing our inquiry in Canada, we had the advantage of carrying on our work with the fullest concurrence and co-operation of all the Provincial Governments.

"THE WORKERS AND INDUSTRIES.

"The inquiries included a survey of the needs of the workers in:—

1. Manufacturing and other industries such as: building construction; boots and shoes; carriages and wagons; chemicals; clothing; electrical; foodstuffs; furniture; leather and rubber; metals, including rolling mills, foundries, machine shops and machinery in general; printing and publishing; textiles and clothing; wood, and wooden wares; other industries and trades.

2. Agriculture, live stock, dairying, fruit culture; fisheries, mining, including quarries; forestry.

3. Commerce and transportation.

4. Home-making and housekeeping, including house sanitation, domestic servants, care of children.

"We obtained much information regarding the general conditions of industry and labour in Canada, having regard to: (*a*) the growth of businesses; (*b*) where products are marketed; (*c*) where raw materials are obtained; (*d*) supply of labour, skilled and unskilled, and apprentices; (*e*) child labour.

"Many witnesses, some of whom had attained eminent and important places in industrial, commercial and agricultural work, gave us valuable information regarding their personal training and education. They freely expressed opinions as to its suitability, or wherein and how it might have been different with benefit to themselves and advantage to the industries and community.

"The conditions under which the workers earn their wages and live out their daily lives as citizens are important factors in industrial efficiency, which, to a very considerable extent, is based upon and arises from the way in which the workers spend their leisure hours. Efficiency depends also on whether they work and live under wholesome conditions, or under conditions which depress their physical vitality and leave them less vigorous as workers, less satisfied as citizens and less useful as members of the race.

"THE PRESENT EQUIPMENT.

"The inquiry into the present equipment of the Dominion respecting industrial training and technical education was directed to ascertain the facts in relation thereto at or in connection with:—

1. Universities and colleges.
2. Technical schools.
3. Trade schools.
4. Agricultural and extension work.
5. Normal schools and training of teachers.
6. High schools, academies and collegiate institutes, (*a*) elementary science; (*b*) rural science; (*c*) manual training; (*d*) domestic science.
7. Elementary schools, (*a*) manual training; (*b*) domestic science; (*c*) rural science, including school gardens and nature study.
8. Evening schools (*a*) elementary; (*b*) technical.
9. Correspondence courses.
10. Apprentice schools.
11. Organized play and playgrounds.
12. Physical culture and drill.

"Attention was given also to the need of and the provision existing for research work.

"An interim statement, which contained a summary of our work in Canada, was submitted on March 28, 1911. A copy of it is annexed hereto.

"The information gathered in that part of our inquiry was definitely useful in preparing for the work that lay before us in other countries.

"The full report of our inquiry into the needs and present equipment of the Dominion is submitted herewith as Part IV of this Report.

"CORDIALITY OF RECEPTION IN OTHER COUNTRIES.

"After completing the investigation in Canada the Commission proceeded to England, Scotland, Ireland, Denmark, France, Germany, Switzerland and the United States to inquire into the systems and methods of technical instruction in those countries.

"In the United Kingdom the Rt. Hon. Walter Runciman, President of the Board of Education, Lord Pentland, Secretary of State for Scotland, and the Hon. Thomas Russell, Vice-President of the Department of Agriculture and Technical Education for Ireland, met us and extended every official courtesy, with offers of assistance from the higher officials in their departments. The Commission was greatly indebted to those officials for information as to where and how we could best see and learn what we were required to inquire into.

"Among others who rendered us most friendly and valuable help in the United Kingdom were Sir Robert Morant, Secretary of the Board of Education, and many of the officers of the Department, particularly Dr. Frank Heath and Mr. A. E. Twentyman, Librarian. Sir John Struthers, head of the Scottish Education Department, favoured the Commission with a conference on the progress of the efforts for industrial and technical education in Scotland. Mr. Robert Blair, chief education officer for the London County Council, gave the Commission valuable and extensive assistance. He arranged for the Commission to be accompanied during its visits to technical institutions in London by inspectors who were fully conversant with what was being attempted. Mr. T. P. Gill, Secretary of the Department of Agriculture and Technical Instruction for Ireland, and other officers of the department, accompanied the Commission during its journeys in Ireland.

"By the kindness of Lord Strathcona, the Rt. Hon. Lewis Harcourt, Secretary of State for the Colonies, received us and arranged through the Foreign Office for letters to the Ambassadors and other representatives of the British Government in the countries on the continent. Through them permission was obtained from the State education authorities to visit schools and other institutions. The British representatives at the capitals of foreign countries extended not merely the official and routine formality of introductions, but personal attention in assisting the Commission to meet men and see institutions with full opportunity to learn from them.

"When the Commission returned to the United States it was received at Washington by the Hon. James Wilson, the veteran Secretary of Agriculture, under whose administration great extensions of government work for the improvement of agriculture have been made.

"The Commission was fortunate in the conditions under which it pursued its investigations. We were received in all countries and places with the utmost cordiality by the heads of departments, members of education authorities, principals of institutions and teachers, who were frankly communicative. We were not regarded as troublesome travellers to be got rid of as quickly as possible. After official permission to visit a school or other institution had been obtained our difficulty was not to gain admission but rather to tear ourselves away within the time which could be allotted to it. There was so much to see and the director or other teacher had so much to show and tell that the hours and days went all too fast.

"INCREASE OF INTEREST IN EDUCATION.

"We are constrained to record our tribute to the character of the men and women who are responsible for the organization and administration of education and of the head-masters and other teachers who carry on the class work. Courtesy, enthusiasm and ability of a high order were to the front. In them the profession of teaching is being recognized more and more as one of honour and social importance.

"New buildings and equipment for technical instruction were found everywhere in evidence. The awakening of interest in this field of education in England has brought out much rivalry between the different cities as to which should have the finest institutions for its young people. Nor are the attention and interest mainly devoted to the material equipment; the effort is focussed on the boy or girl, particularly between the ages of 14 and 18.

"Throughout the countries visited, Continuation Classes, Technical Classes and Art Classes have become prominent features of the educational work on behalf of most of the children whose attendance at the ordinary school ends with their 14th year. For example, in the city of Halifax, England, 60 per cent. of all the boys and girls who leave the Elementary Day Schools continue their education at Evening Vocational Classes and Technical Day Courses. Many other cities in England and Scotland secure attendance almost equal to that attained at Halifax. In the city of Manchester it is claimed that 3.9 per cent. of the whole population of the city attend some form of Continuation and Vocational Schools while between the ages of 14 and 18.

"In four-fifths of the States of Germany, for the whole State or in some States for only cities of over 10,000 population, attendance at continuation classes of some sort is compulsory between 14 and 17 years of age.

"Comparing a German city with one in England or Canada, one is struck by the absence from the streets in the evening of the youth of both sexes standing on street corners or wandering aimlessly about. The Vocational Classes for all sorts of workers between the ages of 14 and 17 have evidently given the people generally a liking for and satisfaction from attending classes after the ordinary elementary school days are over. We were told that when compulsory attendance was first required by Government action there was a good deal of hostility on the part of some employers and on the part of some of the youths themselves. After two years of experience of the classes most of the opposition disappears. Now compulsory participation in some form of educational work during the adolescent age is accepted as part of the country's civilization.

"An example: In visiting an apprentices' class in one of the Continuation Schools in Switzerland we asked the lads, who had attended for two years under the compulsory regulations, to vote as to whether they would attend without the compulsory requirement. Out of a class of thirty-one, thirty voted that they would attend voluntarily and only one did not vote. The teachers' opinion was that not more than one-third of those in that particular class would have begun to attend the Continuation School without the compulsory requirement.

"MOST ADVANCED LEAST SATISFIED.

"Notwithstanding the manifold evidences of progress in this new field of educational effort in England, Scotland and Ireland, one seldom hears any laudation by the people themselves of what they are doing. The refrain of

nearly every comment on the educational work in England, by an Englishman, is lamentation at its backwardness compared with that of Germany. The Commission could not fully share that feeling after being over Germany and other European countries.

"There was not in Germany, any more than in England, any evidence of brag or self-satisfaction. Capable men explained to the Commission the aims of the several systems and methods which were in use, and pointed out what they regarded as the weaknesses and failures of past efforts, while they dilated upon their hopes and desires for the future. Perhaps in Germany, more than in any other country, we were impressed by the apparent solidarity of the feeling of citizenship and by the fact that education did not seem to be planned or cherished as a means whereby the individual got ahead of other individuals. Education appeared to us to be regarded as a great national service whereby all the individuals are being trained towards ability for their respective occupations in the interest of the State. The personal power and wellbeing of the units of the community are looked after for the sake of the State.

"CONVERSATIONS" WITH LEADERS IN EDUCATION.

"In all the countries visited by the Commission, men and women who are recognized as great leaders in educational movements discussed with us, with frankness and fulness, not only the systems and methods which at present prevail in their countries, but also the problems which face the different central and local authorities, and the plans and efforts which are being made to meet existing conditions. A feature of the report that will be of uncommon interest and value is the information obtained and reported on as "Information obtained in 'Conversation' with" these men and women. They had knowledge and ability to express clear opinions which had been ripened out of their endeavours to meet the circumstances and discharge the duties in connection with their own work in the several countries in which they labour.

"COMPILATION OF THE INFORMATION.

"In compiling the information obtained in other countries, we have been guided to a large extent by what we learnt as to the needs of Canadian workers and Canadian occupations and industries.

"An effort has been made, (1) to arrange the information from each country in such a way as to show the relation of Industrial Training and Technical Education to the general system or systems of education in that country, and (2) to report with some fulness of detail upon the systems and methods, the institutions, courses and classes which seem most likely to furnish information that will be useful to Canada.

"The result of that part of our inquiry is submitted in Part III of our Report.

"The information and considerations on which the opinions and recommendations of the Commission are based are set forth at length in Parts II, III and IV of the Report."

The chapter concludes with an enumeration of the subjects dealt with in Part II. of this Report.

FUND FOR ELEMENTARY TECHNICAL TRAINING.

On the subject of the relation of elementary education to industrial training and technical education, the Commission, after stating its conclusions, recommends the creation of a Dominion Fund of $350,000, from which would be distributed grants to the various provinces proportionately to population, the fund to continue for ten years. This sum would be in addition to the larger Dominion Fund of $3,000,000, the creation of which the Commission, as indicated above, also recommends for advancing technical training in its larger aspects, the two funds bringing up to $3,350,000 the amount, which, under the plan outlined, the Dominion Government would be required to set aside each year for a period of ten years for distribution on certain named conditions among the provinces.

"The recommendations bearing on the fund for what may be termed preliminary technical training are as follows:—

"The Commission is of opinion that the teaching of drawing, manual training, nature study, experimental science and pre-vocational work, including domestic or household science in elementary schools, is of great importance and value, and should be provided for generally.

"Having regard to the cost of carrying on these branches in the elementary schools, until teachers are available who themselves have been taught them during their school days, and bearing in mind that such school work was not contemplated as part of public education at the time of Confederation, when the provinces accepted the responsibility of legislating for the maintenance and control of education within their borders, the Commission ventures to recommend that a fund be created from which payments would be made to the provincial governments during a period of ten years.

"The Commission suggests that such a fund should receive not less than $350,000 a year for ten years from a Dominion parliamentary grant, and that it should be divided into nine portions, in proportion to the population in each of the nine provinces as determined by the latest census, and allotted to each province accordingly.

"The Commission further suggests that there should be paid to each province from said fund (if and when the amount to its credit in said fund is sufficient therefor) an amount not exceeding 75 per cent. of the amount which such province had paid, during the immediately preceding fiscal year, for the promotion and support of drawing, manual training, nature study, experimental science, and pre-vocational work, including domestic or household science, but not including the provision of buildings.

"It would appear to the Commission that a certificate by the chief education officer of any province, setting forth in detail the places, the work done and the sums paid by the province in furtherance of these branches, should be regarded as satisfactory evidence of the amount earned by said province.

"Any portion of the fund allotted to a province which may remain unpaid or unearned at the expiration of any fiscal year should be carried forward and remain in the fund for said province until earned."

DOMINION DEVELOPMENT FUND.

After dealing in considerable detail and from many points of view with the question of secondary and higher education in relation to industrial training and technical education, setting forth the lines on which in its view a Dominion

Development Policy might best proceed—involving the erection of a system of conferences and boards, Dominion, provincial and local, the Commissioners take up the question of a Dominion Development Fund, as to which the following recommendations are made:—

"The Commission recommends that the sum of $3,000,000 be provided annually for a period of ten years by the Parliament of Canada and paid annually into a Dominion Development Fund.

NOTES:—

"1. Not less than 75 per cent. of the amount paid each year into the Dominion Development Fund, from the above source, to be divided into nine portions, in proportion to the population in each of the nine provinces as determined by the latest census, and allotted to each province accordingly for development undertakings therein. Each of the said nine portions of the fund to be administered as the '(name of the province) Account of the Dominion Development Fund'; and the remainder of the fund to be administered as the 'General Account of the Dominion Development Fund.'

"2. Any portion of the Fund allotted to a province which may remain unearned or unpaid at the expiration of any fiscal year, to be carried forward and remain in the Account of the province until required for development work within such province.

"3. Any portion of the Fund in the 'General Account' which may remain unexpended at the expiration of any fiscal year to be carried forward and remain in the 'General Account' until required for development work upon the recommendation of the Dominion Development Commission.

"4. Payments to be made to development authorities in any province from the funds in the account of such province and from the funds in the 'General Account' only upon the recommendation of the Dominion Development Commission.

"5. In order that a provincial government or local development authority may be entitled to receive a payment from the funds in a provincial account of the Dominion Development Fund, it will be necessary:—

(*a*) That the *Service* (that is, the development undertaking proposed by a development authority) and the *Budget*, for the fiscal year for which the payment is intended, shall have been approved by a Provincial Development Commission or other authority constituted by the provincial government for that purpose, and that a copy of said *Budget* and a copy of a certificate of approval by the provincial authority of the proposed *Service* shall have been received by the Dominion Development Commission.

(*b*) That such a certificate shall have been issued by a Provincial Development Commission or other authority recognized by the provincial government as competent to make an efficiency audit, to the effect that the said development authority is administering the *Service* adequately and efficiently and in accordance with the authoritative regulations, and that a copy of said Certificate of the Efficiency Audit shall have been received by the Dominion Development Commission.

"6. In any case where a development authority has not maintained and carried out the *Service* (that is the development undertaking provided for in the *Budget*), adequately and with reasonable efficiency, the Certificate of the Efficiency Audit shall state the extent to which the undertaking was not maintained and carried out in an efficient and satisfactory manner, and the certificate shall

also state whether the development authority is taking any steps to remedy any such deficiencies as exist.

"7. If the Dominion Development Commission is not satisfied that the development authority is maintaining and carrying out the service adequately and with reasonable efficiency, it may at its discretion deduct such amount as it thinks fit from the amount of the grant from the Dominion Development Fund that would otherwise be payable, and give a certificate declaring its dissatisfaction and the amount of such deduction, and in that case only the amount of the grant so reduced shall be payable to the development authority in question.

"8. Before a payment can be made for a development *Service* in the second or any subsequent year of its progress, a duly audited statement in detail of the receipts from all sources for the maintenance of the said *Service* and of the actual expenditure upon said *Service*, for the preceding fiscal year, shall have been received by the Dominion Development Commission.

"9. The treasury may accept gifts into the Dominion Development Fund for all or any of the purposes for which payments may be made from the accounts of the provinces or the general account.

SUMMARY OF THE USES OF THE FUND.

"Payments should be directed to secure as speedily as is practicable:—

"1. The service in each province of an adequate supply of persons (teachers, instructors, demonstrators, executive officers) properly qualified to carry on Industrial Training and Technical Education.

SUGGESTION.—Seventy-five per cent. of the cost of training, or of securing otherwise, might be paid.

"2. The establishment or extension and maintenance of classes, courses, schools, or other institutions or means for Industrial Training and Technical Education.

SUGGESTION.—A proportion of the salaries of teachers, instructors, demonstrators and executive workers, according to approved *Budgets*, might be paid, varying from one-half in cities, to two-thirds in towns, and three-quarters in villages and rural districts.

"3. The provision of suitable and adequate appliances, apparatus and equipment for teaching purposes, but not including school buildings, furniture or consumable supplies.

SUGGESTION.—Seventy-five per cent. of approved *Budgets* might be paid.

"4. The provision of scholarships to equalize opportunities to young people and other workers to profit by classes, courses, schools or other institutions.

"5. The provision of experts with experience in Industrial Training and Technical Education whose services for counsel would be available to provincial and local authorities.

"6. The service of central institutions when and where required to supplement the work carried on by the several provincial and local development authorities either by providing and maintaining or by assisting in providing and maintaining such central institutions.

"7. The promotion of scientific industrial and housekeeping research and the diffusion of knowledge therefrom."

SOME CONCLUSIONS REACHED.

The conclusions of the Commission as to some important aspects of the financial and practical sides of the question are, perhaps, best set forth in certain passages from the report described respectively by the Commission in its report as (1) restatement of some principles, (2) order of procedure in localities.

RESTATEMENT OF SOME PRINCIPLES.

The Commission is of opinion:—

1. That financial support should be provided by public authorities and by individuals, corporations and associations who are directly concerned and who would be likely to profit by the results to be obtained.

2. That the relative measure of support should be in some equitable proportion to the interest in the results, and the ability to pay, of the four possible classes of contributors, viz.,—(*a*) the individuals, corporations and associations, (*b*) the local community, such as town, city or county, (*c*) the province, and (*d*) the Dominion.

3. That in determining the proportion of cost of industrial training and technical education, to be contributed by different public authorities, regard should be had not only to the benefit to the local community to be expected from industrial training and technical education, but also to the ability of the community, and to some extent to its willingness, to provide the education of an adequate kind and to a sufficient extent.

4. That it is reasonable and desirable that the public authority with the larger financial resources should meet the largest proportion of the cost for the communities where population is most sparse and the amount of taxable property per head of pupils to be educated is lowest.

5. That the prevention of progress in a locality and the lack of development in individuals, which might result from delay in providing suitable education until the local community was both able and willing to provide it in full or in a large measure, would be felt not only by the community itself, but by the province and Dominion as a whole. In consequence, on economic as well as other grounds, the larger public authority, provincial or Dominion, which is able to give a large measure of financial assistance to a community weak in resources would find such a course to be an excellent investment. The development of industrial training and technical education in such a community would bring it forward into ability to take a larger share for itself in maintaining the cost of such education and other public services.

6. That the authorities by whom financial support is furnished should have sufficient cognizance of the results from it to be able to pass intelligent and fair judgment on the question of continuing or lessening or increasing the amount of support to be given.

7. That the financial support should be arranged for under such legislation as would warrant individuals and communities in deciding to devote a considerable period of time and amount of money to the evolution of industrial training and technical education. In order that plans might be made with reasonable confidence in the permanence of the undertaking, it is highly important that such provision should be made as would give reasonable assurance to the teachers and instructors, who become qualified to carry out the work, that satisfactory re-

muneration would be paid to them, and continued employment provided for them.

8. That the financial support provided from provincial or Dominion sources as grants to local authorities should be devoted mainly, if not wholly, to the payment of a proportion of teachers' salaries and of the cost of equipment for instruction.

ORDER OF PROCEDURE IN LOCALITIES.

The Commission is of opinion:—

1. That in smaller towns the provision at first should be in the nature of courses in industrial science, drawing and calculation, with opportunities for constructive work in wood, metals, textiles, foods or other materials appropriate to the larger industries of the neighbourhood. Out of such courses would grow classes or courses specifically appropriate for the workers in the various industries.

2. That in the larger places it would be expedient to provide courses appropriate for the groups of fundamental industrial occupations such as the building trades, metal and machine trades, woodworking trades, electric trades, textile trades, clothing trades, boot and shoe trades, printing and lithographing trades, leather, glove and harness trades, paper making, and art trades.

3. That when classes or courses for these grouped trades have been carried on, classes or courses for the particular trades could be evolved. For example, for the building trades, there would be classes or courses for masons, bricklayers, carpenters, painters, etc. In like manner there would be developed for the metal and machine trades, particular classes or courses for machinists, moulders, blacksmiths, etc. In a similar manner out of the woodworking trades would come classes or courses for cabinet makers, furniture makers, pattern makers, wooden utensil and tool makers, etc. Out of the general school for the textile trades, special classes for spinners, weavers, lace makers and the makers of embroidery would be arranged.

4. That in every case a Local Development Board or other local authority should make or cause to be made, a plotted survey of the needs of the population by numbers, ages and occupations and another plotted survey of the provision (if any) which exists in buildings, equipment and teaching force suitable and available for use. When the one plotted survey is placed over the other, the situation can be studied with the greatest advantage to all interests. In this connection consideration should be given to what was done at Leeds and Edinburgh.

5. That the training of teachers and executive workers for service in industrial and technical schools should be advanced as soon as practicable.

6. That classes for foremen and workmen who are both intelligent and highly skilled should be undertaken for the first object of giving such men greater qualifications for their own occupations. Such classes would primarily be for the benefit of those who attended them. Out of those who attended, doubtless a number would be revealed who would have some natural aptitude for teaching, and who, during the following years, would be disposed to teach in the continuation classes and to teach to some extent after the method by which they themselves had been instructed. To begin these classes it would be necessary to secure

the services of a few highly efficient teachers who had had successful experience in such work.

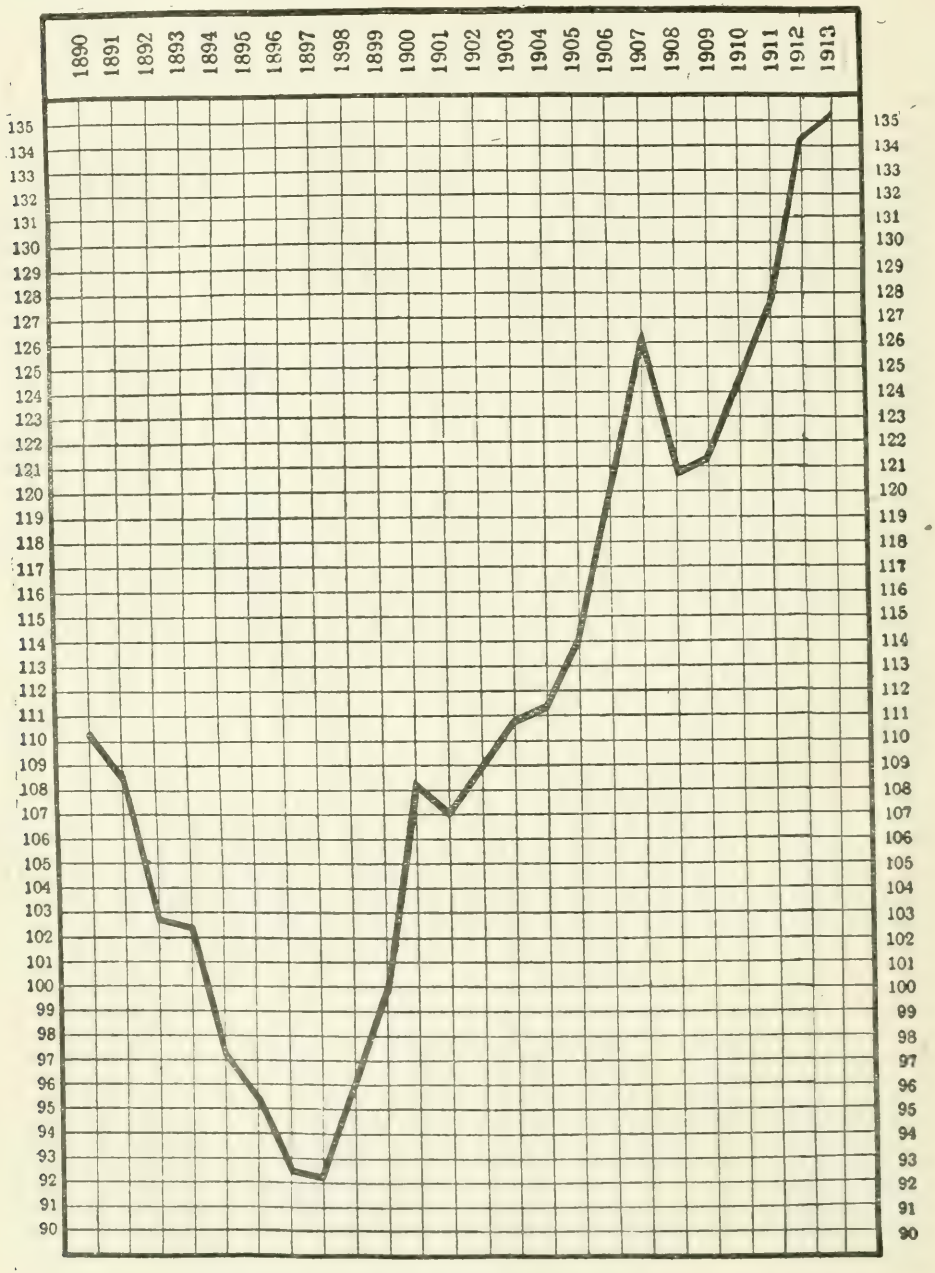
7. That inducements should be offered to professional teachers, who already had a knowledge of and a taste for industrial and technical work, to spend some time in practical work in workshops or factories similar to those of the place in which they would afterwards teach.

8. That by a combination of these two methods, in a short time, it would be possible to secure a local supply of men competent to conduct continuation classes and the trade classes in day technical institutes. Men with more systematic and thorough training would be required for the higher places in technical institutes and middle technical schools.

There is no short cut by which a sufficient body of teachers for industrial education for all the industries, and for all the people in the various levels of service, can be obtained. Perhaps the best course of preparation is one whereby the teacher or the prospective teacher, during the whole period of education from the elementary classes onward, has been taught the subjects and the work which he will be required to teach and has been taught by such methods and in such a way as he would be expected to teach. Many persons will rely upon the recollection of how they were taught to a greater extent than they will depend on their own ability to translate into practice the principles of teaching according to which they were told to teach.

THE COURSE OF WHOLESALE PRICES IN CANADA DURING THE TWENTY-THREE YEARS 1890-1913 (inclusive).

Number of Commodities: 272. (Average Prices, 1890-1899=100.)



VI.—SPECIAL REPORT ON WHOLESALE PRICES IN CANADA DURING 1913.

During May a special report on the course of prices in Canada during the calendar year 1913 was issued by the Department. The report is the fourth annual statement of this kind to be published by the Department, the first covering the year 1910 and having been preceded by a comprehensive review of the years back to 1890.

While the same in general scope and arrangement as its predecessors, the report for 1913 was somewhat enlarged by including analyses of the price movement and details bearing on conditions affecting prices, production, demand, trade conditions, etc. Altogether over three hundred articles, selected on account of their representative character, have been covered, divided into the following groups: Grains and Fodders, Animals and Meats, Dairy Products, Fish, Fruits and Vegetables, Miscellaneous Groceries, Textiles, Hides, Leathers, Boots and Shoes, Metals and Implements, Fuel and Lighting, Lumber, Miscellaneous Building Materials, Paints, Oils and Glass, House Furnishings, Drugs and Chemicals, Furs, Liquors and Tobaccos, and Sundries.

FINDINGS OF THE REPORT.

The opening paragraphs of the report are as follows:—

"The year 1913 saw a cessation in the rapid upward movement of prices, which had been practically continuous since 1909, and which had brought the general level by the end of 1912 to a point probably the highest within the present generation. The Department of Labour index number, which is based on weekly and monthly quotations for 272 commodities selected over the entire field of production and consumption, stood at 137.1 in January, 1913, and at the same point in December, 1913. In the interval there had been a decline to 134.1 in August. For the year as a whole the number averaged 135.5, a gain of 1.1, compared with a gain of 7 points in 1912, of 3.3 points in 1911, and of 3 points in 1910. These numbers, it will be understood, are percentages of the average prices prevailing from 1890 to 1899, the period adopted by the Department as the standard of comparison throughout its investigation.

"The number is 'unweighted,' that is, it is arrived at by averaging all the 272 commodities on an equal basis. A calculation which assigns their approximate relative importance to the various groups in which the commodities are arranged—grains and fodder, animals, meat, dairy produce, fish, textiles, metals, lumber, etc., etc.,—shows the general level to have declined in 1913, the weighted number being 143.9 in 1912, and 139.6 in 1913. This reflects the marked drop in grain prices which followed the heavy crop yield of 1912, grains being given a proportionately high importance in the distribution of weights.

"From a cost of living standpoint, therefore, the statistics would indicate some alleviation of the situation, as it appeared in 1912, to the extent at least that there has been no intensification of the problem such as occurred with each successive year for some time past. The most notable exception to the contrary was in the case of meats, which reached a general level higher than ever previously experienced.

"In retail prices a calculation of the weekly expenditure of a typical family of five on thirty-six staple articles of consumption in terms of the average prices for each month of the year in every city in Canada having a population of 10,000 and upwards shows the same level in the total expenditure for foods as in 1912, namely $7.34. Although meats were higher, potatoes, sugar, flour and some of the less important foods averaged lower. A slight increase, 4.8 per cent., appears in the cost of fuel and lighting, and an increase in rent of 3.2 per cent. The increase in the total weekly expenditure is, therefore, from $13.788 per week to $14.024, about 1.7 per cent."

The detailed statistics for the year are presented in Part I of the report, while Part II consists of tables of annual prices back to 1890 reduced to index numbers. The review of the price movement of the year is printed in two main sections: (A) A summary review of the general movement, with analyses from various points of view; (B) A review of the price movement during the year in each of the commodities covered by the investigation, with statistical or other information as to conditions affecting prices.

GENERAL SUMMARY.

The general course of wholesale prices in Canada throughout 1913 may be noted conveniently from the accompanying diagrams and tables, which show the movement from month to month of some 272 commodities. The report states:—

"It will be seen that the general tendency in the first eight months of the year was downward. The large crops of 1912 and the abundant supplies of fodder and most lines of food caused declines in these groups with the exception of animals and meats. Concurrently the money stringency felt in some degree from the beginning of the year exercised a steadying and at times a lowering influence on manufactured articles and some raw materials. After August, however, the favourable agricultural prospect enhanced business confidence in Canada and checked any further weakness in the market which might have developed as a result of poor crops, especially in Western Canada. Shortage in some crops, however, caused an upward movement in the price line of certain groups. The corn crop in the United States, the yield of hay in Ontario and in the United States, the wheat crops of India and Argentine, the apple crop in Canada, the jute crop in India, and silk production in Europe, all showed considerable shortages. The high price of corn and corn products caused advances in many lines, including wheat, glucose, starch and brooms. The reduction in the United States customs tariff was followed by increased shipments in many lines, notably in cattle, potatoes, wool, lumber and fish, causing an upward movement in the prices of these commodities. Dairy produce likewise rose very rapidly during the autumn, the lead being taken by eggs. Furs declined steeply, however, the financial stringency and depression in trade in many countries accounting for a falling off in demand. Cotton goods were weak in spite of higher prices for raw cotton. At the end of the year, therefore, the general price level indicated by the index numbers was on the same level as in January and slightly higher than in December of the previous year, the average for the year being also slightly above that of 1912 in spite of lower levels for many lines of foods and a decline in some materials.

The Course of Wholesale Prices, Canada, by Months, 1913.

Number of Commodities: 272. (Average Prices, 1890-1899=100.)

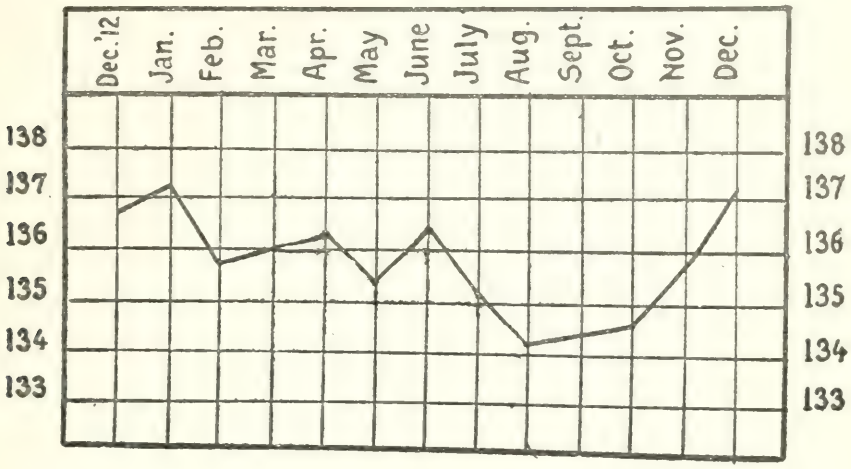


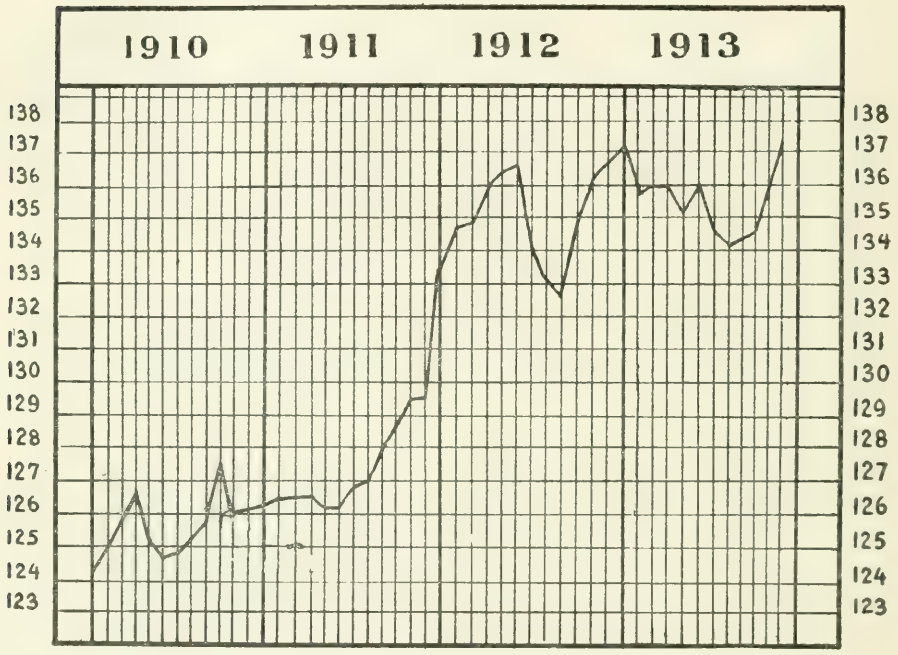
TABLE SHOWING INDEX NUMBERS BY GROUPS OF COMMODITIES FROM MONTH TO MONTH, 1913

Average prices 1890–1899=100.

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
I. Grains and fodder	140.9	139.3	134.2	136.0	134.6	132.2	133.9	138.2	138.6	138.0	139.9	141.0	136.8
II. Animals and Meats	168.4	174.1	179.1	183.1	185.0	188.8	181.4	172.3	176.4	179.4	180.1	188.4	180.8
III. Dairy Products	172.6	155.7	152.2	150.9	135.1	137.0	138.4	139.7	145.6	164.8	172.9	185.5	154.7
IV. Fish	164.2	164.2	164.2	158.4	159.9	160.8	159.7	150.7	147.2	148.0	150.9	157.2	158.0
V. Other Foods:—													
(a) Fruits & Vegetables	125.3	119.4	118.4	116.5	118.9	128.8	120.4	115.8	118.0	112.2	126.5	130.8	119.6
(b) Miscellaneous	115.4	114.7	115.1	116.7	115.9	115.2	115.5	115.2	115.4	113.8	112.4	111.9	115.2
VI. Textiles	127.3	128.5	127.4	128.8	128.2	129.5	130.2	132.0	134.4	137.4	136.9	136.6	130.8
VII. Hides, leather, etc	162.6	158.6	160.6	161.9	162.3	163.2	165.1	166.1	165.6	165.6	165.8	166.2	163.9
VIII. Metals & Implements:—													
(a) Metals	122.6	122.5	121.6	120.8	120.2	119.3	117.7	117.4	114.1	117.2	116.8	116.0	119.1
(b) Implements	105.6	105.6	105.6	105.6	105.6	105.6	105.6	105.6	105.6	105.6	105.6	106.9	105.6
IX. Fuel and lighting	128.0	124.4	119.0	119.4	115.0	115.6	114.9	117.8	117.6	117.6	115.1	114.4	118.2
X. Building Materials:—													
(a) Lumber	174.7	175.9	178.0	178.8	180.9	183.0	183.0	183.0	185.0	184.5	184.4	184.2	181.3
(b) Miscellaneous	113.5	113.3	112.3	111.8	112.7	112.4	112.5	112.5	113.3	113.5	113.4	112.8	112.7
(c) Paints, oils, etc	145.1	145.4	145.4	146.9	143.0	144.7	143.7	142.9	144.3	144.2	142.0	140.0	144.8
XI. House Furnishings	120.9	120.9	125.7	126.2	126.2	126.2	126.2	126.4	126.4	128.1	128.1	128.1	126.2
XII. Drugs and Chemicals	113.6	107.9	112.7	112.7	112.7	112.9	113.4	113.4	113.5	112.4	111.1	111.5	113.3
XIII. Miscellaneous:—													
(a) Furs	358.0	353.9	353.9	346.5	330.8	325.1	302.0	302.0	278.7	247.9	247.9	247.9	307.9
(b) Liquors & Tobaccos	135.1	134.9	135.0	134.5	131.4	134.7	134.4	134.4	136.4	136.2	134.6	134.6	134.7
(c) Sundries	116.5	115.8	114.7	113.4	112.4	113.4	112.8	111.1	113.3	111.8	111.2	110.7	113.1
All commodities	137.1	135.8	136.0	136.3	135.4	136.4	135.1	134.1	134.4	134.6	135.8	137.1	135.5

COURSE OF WHOLESALE PRICES IN CANADA, BY MONTHS DURING THE PAST FOUR YEARS, 1910, 1911, 1912 AND 1913.

(Prices 1890-1899=100.)



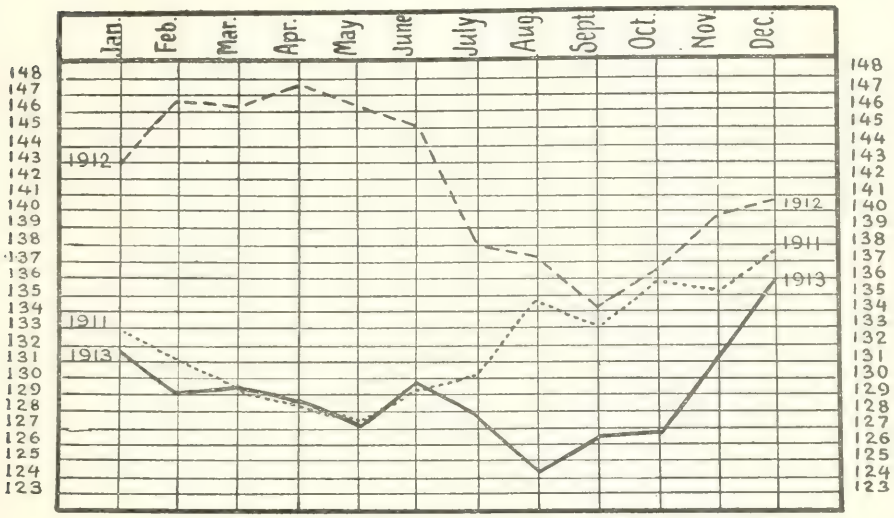
"With a view to specific comparison of the price of foods in 1911, 1912 and 1913 (including in the term only fully manufactured products, in the form in which they enter the household, *e.g.*, flour but not wheat, beef but not cattle, etc.,—80 articles in all) the diagram below has been prepared. The placing of the three lines on the same background enables direct comparisons to be conveniently made of the level of food prices in the respective months of the three years, as well as of their general direction.

"It will be noted that food prices declined on almost the same level in the first half of both 1911 and 1913, but the steeply upward movement from July to December, 1911, the result of drought, was continued till May, 1912. Prices then fell rapidly till September, when, as is usual in Canada, the level rose during the autumn and early winter months. The price line of foods for 1913, therefore, appears the lowest during the past three years, being, however, steeply upward toward the end of the year, due chiefly to the high prices of meats and eggs. The index numbers on which the chart is based are given."

Relative Prices of Foods,* 1911, 1912 and 1913.

Including Meats, Fish, Dairy Products, Fruits, Vegetables, Breadstuffs, Sugar, Tea, Coffee, Condiments, etc.

(Average Prices, 1890-1899=100.)



*This includes all finished food products covered in the investigation, eighty in number, but is exclusive of raw farm products, such as grain, fodder and animals, and of liquors and tobacco.

Index Numbers of Foods, 1911, 1912 and 1913.

Meats, Fish, Dairy Products, Fruits, Vegetables, Breadstuffs, Sugar, Tea, Coffee, Condiments, etc., eighty in number.

(Average Prices 1890-1899=100.)

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year.
1913	131.8	129.1	129.3	129.5	128.5	130.9	128.7	124.6	126.5	126.9	131.7	135.9	130.1
1912	143.0	146.7	146.3	147.4	146.5	145.3	138.1	137.3	134.5	136.6	139.9	140.7	141.7
1911	132.9	131.2	129.2	128.2	127.6	129.3	130.1	134.8	134.1	135.9	135.2	137.7	132.2

Retail Prices.

"Since the beginning of 1910, the Department has secured on the fifteenth of each month from the correspondents of the *Labour Gazette* (resident in each locality of the Dominion having a population of 10,000 and over—some fifty in all) a return showing the current retail prices of twenty-eight articles which enter prominently into cost of living, together with a statement in each case as to the prevailing rental for a representative workingman's dwelling of the better class, with and without sanitary conveniences. It is thought that probably 80 per cent. of the expenditure of the ordinary family are represented in these returns, while the localities selected are the most important industrially in the several provinces. The prices in each month in the years 1910, 1911, 1912 and 1913, reported in this way to the Department, have been averaged and the results set forth in the table in Appendix A. It will be seen from these statistics, and especially from the averages for the whole Dominion, that retail prices were comparatively steady in 1913, except in meats, which were upward. The most satisfactory way of estimating the total effect of these changes is to work out a family weekly budget* in the terms of the average prices for the several years. A calculation of this kind appears on the opposite page.

"It will be seen that a weekly budget of food which would have cost $6.95 in 1910 was as high as $7.14 in 1911, and cost $7.34 in both 1912 and 1913. The increase in the cost of food in 1911 over 1910 was, therefore, 2.7 per cent. higher than in 1911, and in 1912 and 1913 the cost was 2.8 per cent. higher than in 1911 and 5.6 per cent. higher than in 1910.

"In fuel and lighting the average weekly cost was only slightly higher in 1911 than in 1910, having advanced from $1.76 to $1.78, and in 1912 it was up to $1.82, an advance of 2.2 per cent. In 1913, however, the cost had risen to $1.90, an advance over 1912 of 4.8 per cent.

"In rentals the average cost per week was the same in 1911 as in 1910, $4.05, but in 1912 was up to $4.60, 13.5 per cent. higher, and in 1913 was still higher at $4.75, an advance of 3.2 per cent. over 1912 and 17.2 per cent. higher than in 1910. The total weekly expenditure, therefore, rose from $12.792 in 1910 to $13.002 in 1911, $13.788 in 1912, and $14.024 in 1913. In 1911 the advance was 1.7 per cent. over 1910, and in 1912 the cost was 6 per cent. higher than in 1911. The advance in 1913 was 1.7 per cent. over 1912 and 9.6 per cent. over 1910."

Number of articles showing increases or decreases in 1913.

"An interesting sidelight is thrown on the price movement of 1913 by noting the number of articles which showed increases or decreases in average price or remained unchanged compared with 1912. Altogether, 308 articles are available in the present report and its predecessor for such a comparison. Of this total, 159 showed increases, 104 showed declines, while 45 were unchanged. In other words, 53 per cent. of the number advanced, 34 per cent. declined, and 13 per cent. remained the same. In a similar list last year, 63 per cent. advanced, while 19 per cent. declined and 18 per cent. were stationary.

*The quantities indicated in the budget are slight modifications of those employed in similar calculations by various official bodies.

TYPICAL WEEKLY EXPENDITURES ON STAPLE FOODS, FUEL, LIGHTING AND RENTALS FOR A FAMILY OF FIVE; INCOME $800.00 PER YEAR; 1910-1913.

COMMODITY.	Quantity	Cost 1910	Cost 1911	Cost 1912	Cost 1913
		c.	c.	c.	c.
Beef, Sirloin Steak	2 lbs.	37.6	39.8	41.6	44.4
Beef, chuck roast	2 "	26.	27.8	28.	29.6
Veal, forequarters	1 "	12.8	14.	14.4	15.7
Mutton, roast, hindquarters	1 "	16.8	18.	17.8	19.1
Pork, roasting, fresh	1 "	18.	17.8	17.5	19.5
Pork, salt	2 "	34.4	33.	33.2	35.2
Bacon, best, smoked	1 "	24.5	23.8	22.5	24.7
Lard, pure leaf	2 "	40.6	36.	35.6	38.4
Eggs, fresh	1 doz.	33.3	32.6	34.3	33.7
Eggs, packed	1 "	28.4	27.9	31.2	28.1
Milk	6 qts.	48.	49.2	49.8	51.6
Butter, dairy, tub	2 lbs.	52.	53.	58.4	58.
Butter, creamery prints	1 "	31.9	31.5	31.7	33.9
Cheese, Canadian, old	1 "	18.5	19.2	20.1	20.5
Cheese, Canadian, new	1 "	17.5	17.8	19.5	19.1
Bread, plain, white	15 "	66.	64.5	60.	61.5
Flour, ordinary family	10 "	33.	32.	34.	32.
Rolled oats	5 "	21.	21.	22.	22.
Rice, good medium	2 "	10.4	10.6	11.6	11.4
Beans, handpicked	2 "	10.8	10.4	11.6	12.4
Apples, evaporated	1 "	11.5	13.8	13.5	12.
Prunes, medium quality	1 "	9.9	12.3	12.9	11.9
Sugar, granulated	4 "	24.	24.	26.	23.6
Sugar, Yellow	2 "	10.8	11.	12.	11.
Tea, Black	¼ "	8.7	8.9	8.8	8.9
Tea, Green	¼ "	9.1	9.4	9.5	9.3
Coffee	¼ "	8.9	9.2	9.3	9.4
Potatoes	2 pks.	30.3	44.6	46.3	36.
Vinegar, white wine	⅛ pt.	.7	.7	.8	.8
All foods		$6.954	$7.138	$7.339	$7.337
		c.	c.	c.	c.
Starch	½ lb.	3.1	3.1	3.2	3.2
Coal, Anthracite	½ ton	48.1	48.8	51.9	55.
Coal, bituminous	" "	35.	35.	37.5	38.7
Wood, hard, best	" cord	38.8	41.4	41.3	42.5
Wood, soft	" "	29.4	30.	30.	30.6
Coal Oil	1 gal.	24.4	23.1	21.	23.7
Fuel and lighting		$1.757	$1.783	$1.817	$1.905
Rent		$4. 05	$4. 05	$4. 60	$4. 75
Grand total		$12.792	$13.002	$13.788	$14.024

Prices in Other Countries.

The following table shows by index numbers the movement of prices in certain other countries back to 1890 and by months for 1913:—

INDEX NUMBERS FOR CANADA, GREAT BRITAIN, UNITED STATES, FRANCE AND AUSTRALIA.

	CANADA	UNITED KINGDOM		UNITED STATES.			FRANCE	AUSTRALIA
	Department of Labour	Economist (a)	Sauerbeck (b)	Department of Labour	Bradstreet (a)	Gibson (c)	Réforme Economique.	Bureau of Census and Statistics
1890	110.3	2,236	72	112.9	8.1382(d)	43.4	100	1,053
1895	95.6	1,923	62	93.6	6.8220	42.0	84.4	760
1896	92.5	1,999	61	90.4	6.3076	34.0	.....	922
1897	92.2	1,950	62	89.7	6.1164	34.7	.....	925
1900	108.2	2,145	75	110.5	8.0171	44.2	102.4	894
1906	120.0	2,342	77	122.5	8.3289	49.8	105.4	948
1907	126.2	2,499	80	129.5	8.9172	50.9	112.2	1,021
1908	120.8	2,310	73	122.8	8.2949	54.2	101.2	1,115
1909	121.2	2,196	74	126.5	8.2631	59.2	101.8	993
1910	124.2	2,390	78	131.6	9.2310	59.3	108.2	1,003
1911	127.4	2,513	80	129.2	8.8361	56.9	113.8	1,000
1912	134.4	2,613	85	133.6	8.9493	62.6	117.8	1,172
1913	135.5	2,732	85	135.2	9.4935	58.1	116.0	1,086
January	137.1	124.1	86.4	134.9	9.4935	55.5	119.0	
February	135.8	123.4	86.1	135.3	9.4952	57.0	118.4	1,112
March	136.0	123.4	86.7	135.1	9.4052	57.8	117.4	
April	136.3	124.0	86.2	135.0	9.2976	59.0	117.0	
May	135.4	122.4	85.7	134.3	9.1394	57.8	116.4	1,095
June	136.4	121.3	84.1	134.1	9.0721	57.3	115.2	
July	135.1	122.2	84.2	134.3	8.9521	58.6	118.8	
August	134.1	122.4	85.0	134.4	9.0115	59.3	114.6	1,072
September	134.4	123.3	85.7	136.1	9.1006	60.0	116.6	
October	134.6	122.1	84.5	136.3	9.1526	58.4	116.6	
November	135.8	121.0	83.3	135.8	9.2252	58.4	115.6	1,072
December	137.1	119.2	83.8	135.7	9.2290	58.3	114.6	

(a) January 1st in each year.

(b) Continued by *The Statist*, London, since January, 1913.

(c) Wholesale prices of 22 foods.

(d) January 1st, 1892.

"Appendix B contains more complete information and the index numbers by groups of commodities. The annual statement of the British Board of Trade on wholesale and retail prices is also given.

"In Great Britain prices were on almost the same level during the year as in 1912, the *Sauerbeck* index number averaging the same, and the *Economist* number being only slightly higher. Both index numbers had advanced during 1912, and during 1913 receded from the high level at the beginning of the year, the decline occurring principally in foods. The Board of Trade index number for the food groups declined from 119.9 to 117.7 in spite of increases in meats. The index number for the retail prices of 23 articles of food in London advanced from 114.5 in 1912 to 114.8 in 1913.

"In United States, the index number of wholesale prices of the Department of Labour stood at 135.2 as compared with 133.6 in 1912. Farm products and other foods, however, were lower, but all the other groups showed somewhat higher levels. Foods and farm products showed advances almost continuously until the end of the year. The retail price of foods reached its highest point in November, and was lower in December. Metals and implements, lumber and building materials, however, began to decline early in the year, and the decline continued almost to the end of the year. The *Gibson* index number of foods indicated lower price levels in the latter part of the year. *Bradstreet's* index number of wholesale prices indicated that prices declined until July and then advanced until November, being then somewhat lower than at the beginning of the year. The average for the year was 9.214 as compared with 9.1865 in 1912.

"In France prices averaged lower for 1913 than for 1912 as shown by the index number of *La Réforme Economique*, the decline being almost continuous throughout the year.

"In Australia, the average for the year was lower than in 1912, but still slightly higher than in 1911, prices in the last two quarters of 1913 being lower than during the first six months."

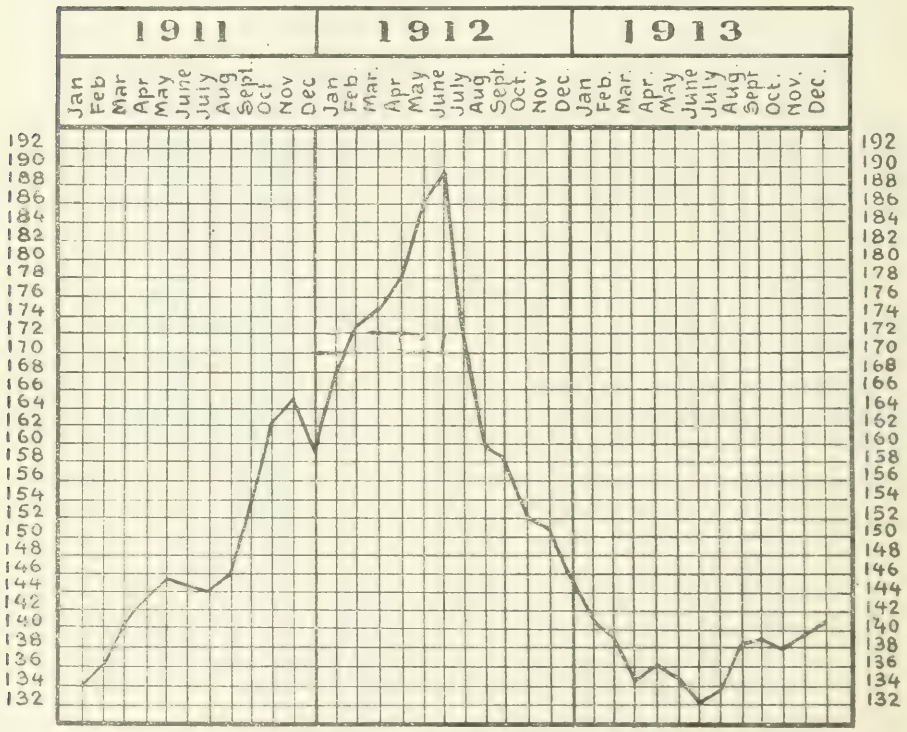
THE MOVEMENT BY GROUPS AND COMMODITIES.

"*Grains and Fodder.*—Prices reached the lowest level since 1907, the index number for this group, comprising fifteen commodities, being 136.8 for the year 1913, as compared with 167.3 in 1912, 148.4 in 1911, and 140.7 in 1910. Barley, bran, shorts, straw, peas, hay and corn had reached particularly high levels in 1912, as a result of the drought in 1911 and feed shortage during the ensuing winter. Flax, oats, wheat and rye were also at high prices, though crops in these lines had been comparatively good in 1911, particularly in Western Canada. The heavy crops in all lines in 1912 caused a rapid fall in prices during the latter part of the year, and this movement continued throughout the first six months of 1913. The general level advanced gradually during the last six months of the year, crop shortage particularly in corn, hay and other fodders being a factor, so that the group index number for December was 141.0, as compared with 140.9 for January."

RELATIVE PRICES OF GRAIN AND FODDER, 1911, 1912 AND 1913.

Commodities included: Barley, No. 3 Western; Barley, No. 2 Ontario; Bran; Corn, No. 3 Yellow; Flax, No. 1 Northwestern; Hay, No. 1, Montreal and Toronto; Oats, No. 2 White, Western; Oats, No. 2 White, Ontario; Peas, No. 2 Ontario; Rye, No. 2 Ontario; Shorts; Straw; Wheat, No. 1 Northern; and Wheat, No. 2 White, Ontario.

(Prices 1890-1899=100.)


1911
1912
1913
Jan Feb Mar Apr May June July Aug Sept Oct Nov Dec
Jan Feb Mar Apr May June July Aug Sept Oct Nov Dec
Jan Feb Mar Apr May June July Aug Sept Oct Nov Dec
192 190 188 186 184 182 180 178 176 174 172 170 168 166 164 162 160 158 156 154 152 150 148 146 144 142 140 138 136 134 132

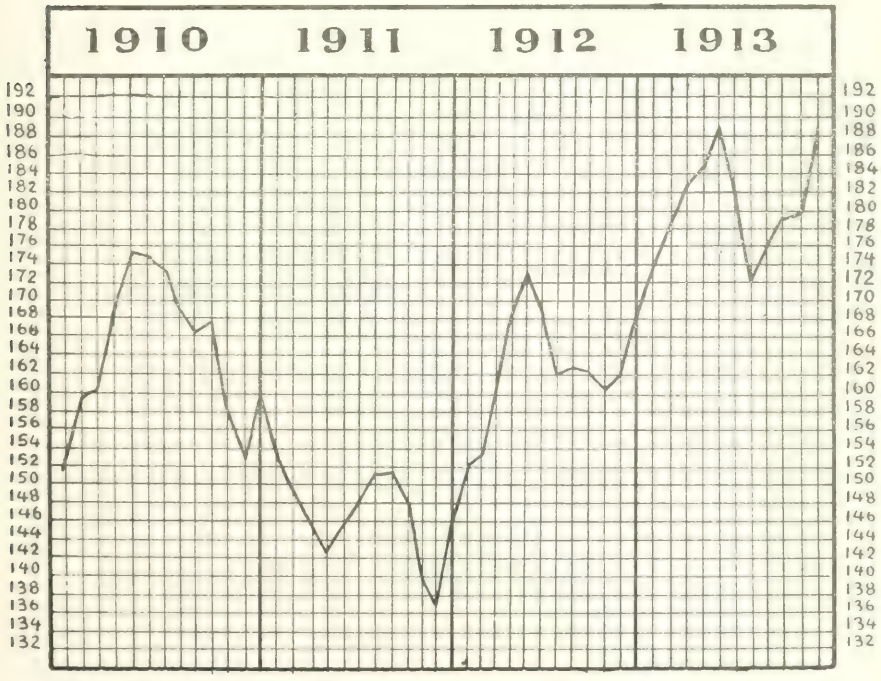
"*Animals and Meats.*—The high price level reached by animals and meats in 1913 was the most important feature of the price movement; the group index number for the year, including seventeen commodities, was 180.8, as compared with 160.8 in 1912, 146.6 in 1911, and 163.6 in 1910, this last being the highest previously recorded in Canada. Not only cattle and beef, but hogs and all hog products, surpassed previous records for high price levels. Sheep, mutton, lamb and poultry also reached record price levels. The comparatively low prices in 1911 were largely the result of scarcity of feed at the close of that year, causing live stock to be marketed in large numbers. This depletion of stocks on farms,

and the prevailing scarcity and high cost of feed during the ensuing winter season, brought prices of all meats to a very high level early in 1912, and the upward movement was checked only partially in the summer, with the arrival of new supplies of feed. The group index number at the end of 1912 was 162.2 as compared with 172.9 in May, and 144.6 in January of that year. In 1913, the upward movement became more pronounced, the index number advancing from 168.4 in January to 188.8 in June. In August it had fallen to 172.3, but thereafter it advanced steadily each month till 188.4 was reached in December. Shortage in some lines of fodder, particularly in hay and American corn, in the latter part of the year, caused considerable marketing of stocks in August and September, reducing prices slightly. The opening of the American market to Canadian cattle by the removal of the tariff was followed by an upward movement throughout the last three months of the year."

RELATIVE PRICES OF ANIMALS AND MEATS, 1910, 1911, 1912 AND 1913.

Commodities included: Cattle, Western and Ontario; Beef, hindquarters, forequarters, and plate; Hogs, live and dressed; Bacon; Hams; Pork, salt, mess; Lard; Sheep; Mutton; Lamb, dressed; Turkeys; Fowls.

(Prices 1890-1899=100.)



"*Dairy Products.*—The general level of prices in dairy products for 1913 was lower than in 1912, the group index number for the year being 154.7, as compared with 159.0 in 1912. The average price for butter, cheese and storage eggs was lower than in the preceding year; fresh eggs, however, averaged slightly higher than in 1912, as a result of very high prices in January and December. Milk averaged slightly higher at Montreal, the price for the summer and autumn months having been raised. At Toronto, however, milk averaged slightly lower as the prices in the winter of 1913 were lower than in the winter of 1912. The index number for the group was higher in December (185.5) than in January (172.6) as a result of the very high prices of eggs for a short time during the month. In November the index number for the group was only 172.9. The lowest level was 135.1, in May. In 1912 the lowest point was 138.2, in June. All dairy products had reached record levels in 1912, owing to the feed shortage following the drought of 1911. In 1913, on the other hand, feed was plentiful. During the first half of 1913 the crop season was favourable on the whole, although some dry weather caused shortage in fodder in some lines, but did not seriously affect the supply of feed by the end of the year."

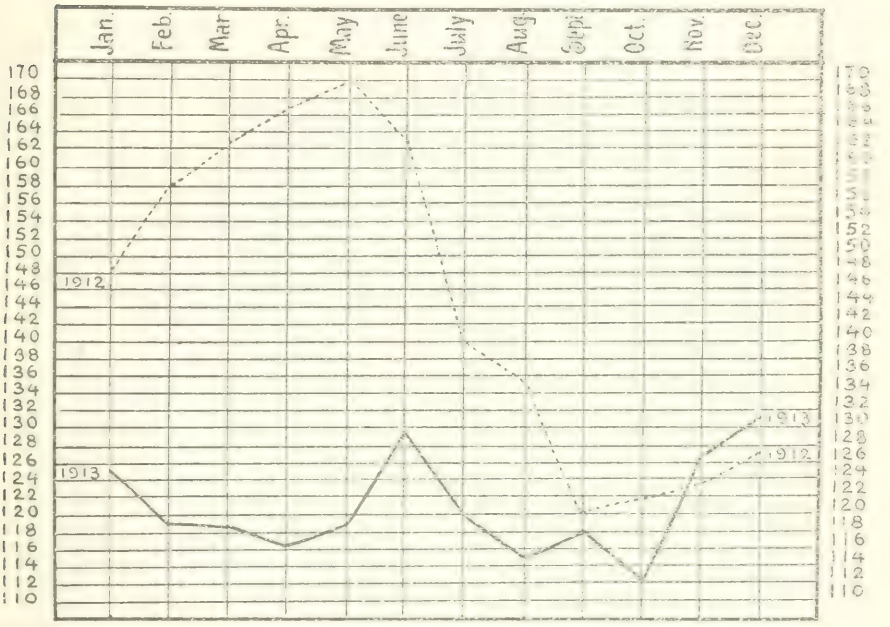
"*Fish.*—A decline in prepared fish (dry, salt and canned) began in the spring of 1912, and was continued during the remainder of that year. This was further continued in 1913. The index number for the sub-group fell from 160.5 in April to 141.6 in September, as a result of good catches in most lines, especially of the large pack of B. C. salmon. By December, however, it had risen to 151.7, demand being good. Fresh fish also showed a declining tendency until August, the index number for this sub-group being down to 147.2 in September. The price of halibut was low during the summer, and whitefish and salmon trout were down in August. Prices of fresh fish, however, moved upward during the remainder of the year."

"*Fruits and Vegetables.*—Prices of fruit and vegetables were lower in 1913, the index number being 119.6, as compared with 134.1 in 1912. Prices had declined rapidly during the last six months of 1912 from the high level they reached in the spring as a result of the drought in 1911. Weather conditions were very favourable in 1912 for the production of both fruits and vegetables, but excessive moisture in the autumn lowered the quality of apples and potatoes, although production was heavy. The index number of potatoes at Toronto fell from 341.8 in May, 1912, to 180.9 at the end of the year, and was as low as 141.8 in May, 1913. By the end of the year it had advanced to 181.6. Canned vegetables also declined from the high levels reached in 1912, and in the autumn of 1913 prices were still lower, the index number at the end of the year being 95.9, as compared with 144.2 at the beginning of 1912. Apples were low at the beginning of 1913. Production, however, was not so great as in the previous year, and prices advanced in the autumn months, the average for the year, however, being lower than for 1912."

Relative Prices of Fruits and Vegetables, 1912 and 1913.

Commodities included: Fresh Fruits: Apples; Cherries: Grapes; Peaches; Pears; Plums: Raspberries: Strawberries; Bananas; Lemons; Oranges; Dried Fruits: Evaporated Apples; Currants, Patras; Raisins, Sultanas; Fresh Vegetables; Beans, hand-picked; Onions, Canadian Red; Potatoes (Montreal and Toronto); Turnips; Tomatoes; Canned Vegetables; Corn; Peas; Tomatoes.

(Average Price, 1890-1899=100.)



As the articles in the list of Fruits and Vegetables differ from month to month, especially in the summer and autumn, the 1913 line does not indicate comparative price levels but only the approximate course of cost of living tendencies in this branch of food supplies. The 1912 line permits some comparison with the fluctuations of that year.

"*Miscellaneous Groceries.*—The level of prices was lower than in the previous year, the group index number averaging 115.2 for the year, as compared with 118.3 in 1912. In that year it had fallen from 118.3 in January to 115.7 in December, and in 1913 the decline continued from 115.4 in January to 111.9 in December, the only rise during the year having been to 116.7, in April. The more important declines occurred in tapioca, coffee, sugar, honey, maple sugar and pepper, while glucose and cream of tartar advanced."

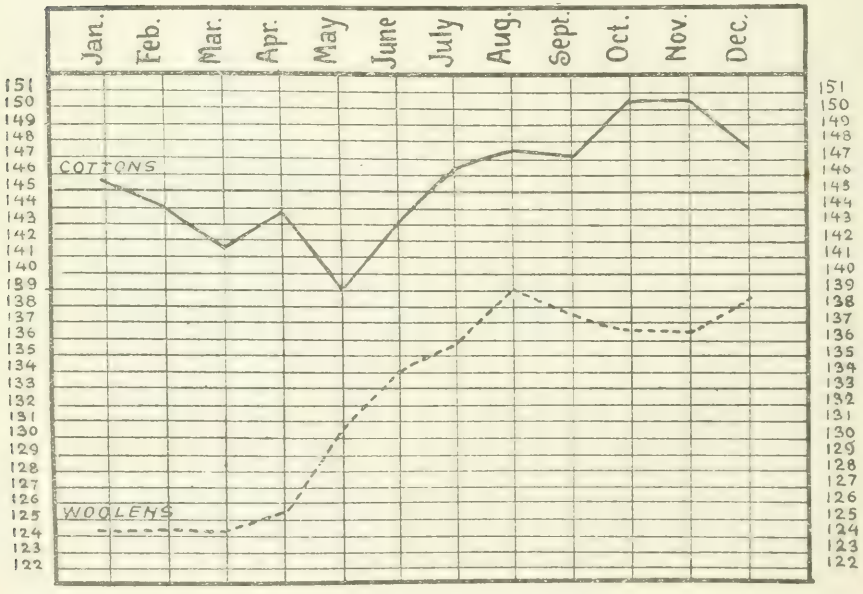
"*Textiles.*—Prices of textiles were higher in 1913 than in 1912, the index number of the group standing at 130.8 for the year, as compared with 120.7 in 1912. Woolens, cottons, silk and jutes were all steeply upwards, especially the

raw material. Flax products were on a slightly lower level, flax fibre being down. Oilcloth was unchanged. The index number for woollens was 132.5, as compared with 121.0 in 1912, and for cottons 145.5, as against 134.7 in the previous year. In silks the decline during the previous three years came to an end, the index number rising from 85.9 in January to 100.2 in October, but eased off to 96.3 in December. Jutes had risen from a level of 146.1 in January, 1912, to 193.2 by the end of the year, and reached a point at 243.5 in December, 1913."

Relative Prices of Cotton and Woollens, 1913.

Commodities included: Cottons, raw; Cottons, grey; Cottons, woven coloured fabrics; and Prints. Woollens: Wool, washed and unwashed; Yarn, worsted; Knitted Woollen Underwear; and Beaver Cloth.

(Prices 1890-1899=100.)



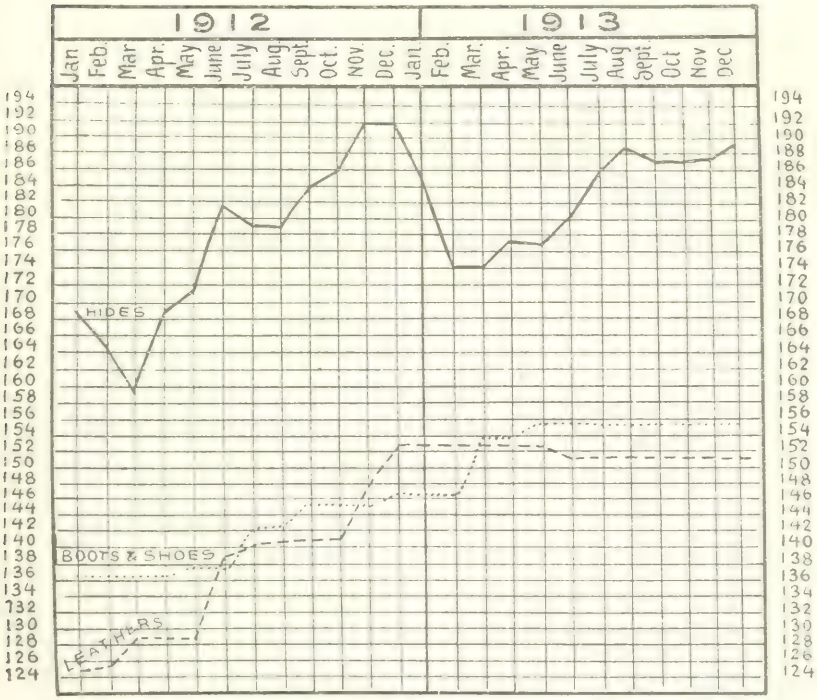
"*Hides, Leathers, Boots and Shoes.*—The price level reached a high point, the index number for the group being 163.9, compared with 152.4 in 1912. Hides rose from 177.2 to 182.8, leathers from 136.5 to 151.8, and boots from 140.6 to 154.6. Hides receded slightly from the high prices at the end of 1912, but advanced to a level nearly as high by August. Leathers were steady throughout the year at the high level reached at the end of 1912. Boots, however, continued to advance, though not as steeply as in the previous year. Men's heavy boots were upward the most, as a result of the advancing prices in heavy leathers, these grades being particu-

larly scarce. Women's boots, such as dongola kid, advanced only 5c per pair, having advanced 10c per pair in 1912. The demand was reported not so heavy or difficult to fill as in 1912, but showed no marked falling off, though there was some uncertainty as to future, owing to financial stringency. . . . ."

RELATIVE PRICES OF HIDES, LEATHERS AND BOOTS AND SHOES.

Commodities included: No. 1 Inspected Cows and Steers' Hides; Calfskins, green, No. 1; Horsehides, No. 1 Spanish Sole; No. 1 Slaughter Sole; Harness, No. 1, U.O.; Heavy Upper; Man's Split Bluchers; Men's Box Calf; and Women's Dongola.

(Average Price, 1890-1899=100.)



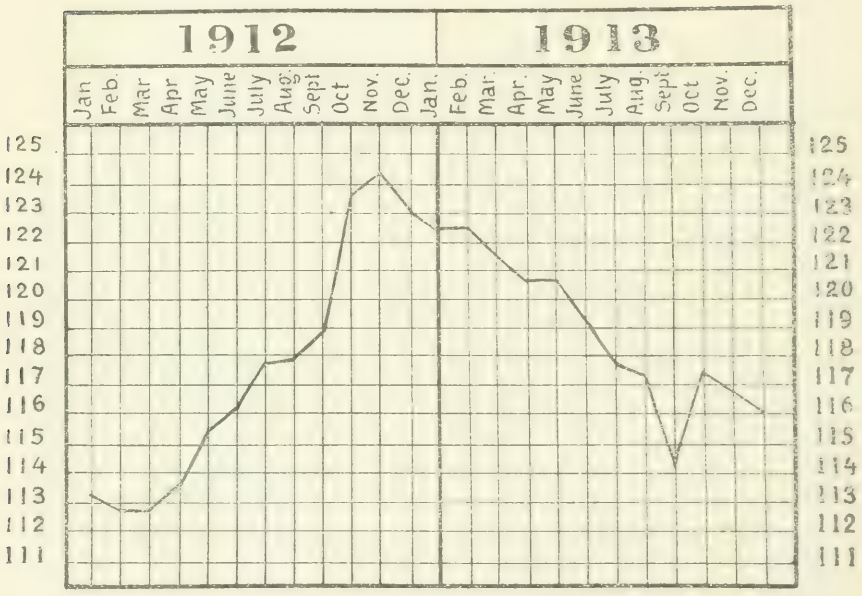
"*Metals and Implements.*—The general movement in metals was downward as a result of financial stringency and quietness in the world's markets. The group index number declined from 122.6 in January to 114.1 in September, but was as high as 116.0 by the end of the year. The index number for the year was 119.1, as compared with 117.4 in 1912, when the price level had advanced from 113.2 in January to 123.1 in December. Brass, copper, spelter and tin

showed the greatest weakness, but iron and steel were also lower. . . . Many lines of implements were on a somewhat higher level during 1913 as a result of higher prices for iron in 1912."

RELATIVE PRICES OF METALS, 1912 AND 1913.

Commodities included: Iron, pig, N.S., and Summerlee; Iron, bar; Black Sheets; Galvanized Sheets; Tinplates, charcoal and coke; Boiler Plates; Wrought Iron, old material; Steel Billets, mild; Steel, bar; Steel, cast; Antimony; Brass; Copper; Lead; Nickel; Quicksilver; Silver; Spelter; Solder; Tin, and Zinc Sheets.

(Prices 1890-1899=100.)



"*Fuel and Lighting.*—The index number for the group, comprising ten commodities, declined from 128.0 in January to 114.4 in December, as a result chiefly of a decline in Connellsville coke. The steep rise of the group in 1912 from 106.0 to 125.6 was due to an upward movement in the same commodity. Anthracite coal averaged higher for 1913, though lower at the end than at the beginning. Gasoline and coal oil averaged higher than in 1912, though gasoline was lower at the end of the year than in the spring months. In some localities lower prices for natural gas and electricity were reported."

"*Lumber.*—The financial depression of 1913, which was the most pronounced factor in the lumber market, was largely offset by reduction of stocks at the end of 1912. Operations in the woods and mills during 1913 were curtailed, so that stocks did not accumulate and flood the market as a consequence of the lessened demand. Prices held, except in a few grades and localities. At the end of the year the financial situation showed signs of improve-

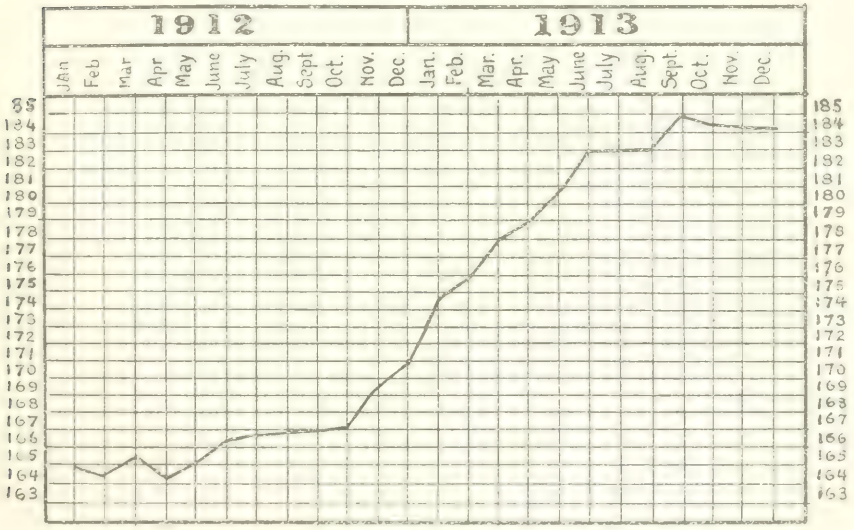
ment, though it was found necessary to restrict the granting of credit to retailers. On the whole, the dull period came at an opportune time for lumbermen, and no disastrous results to the industry were experienced, the activity of the two years preceding having left the trade in good shape.

"Uncertainty as to tariff changes in the United States during the first nine months of the year caused a considerable falling off in exports, as dealers there bought supplies only in a hand-to-mouth way. The high freight rates to England and the scarcity of ships were also deterrent influences on trade. By October, however, the settlement of the United States tariff question led to a considerable increase in business. Shipments to Great Britain also increased in the autumn, with more ships and lower freight rates."

Relative Prices of Lumber, 1912 and 1913.

Commodities included: Pine, all grades, good sidings, shipping culls, box boards, No. 1 cuts; N. B. Spruce and Shingles; Lath, Hemlock, Oak, Birch, Maple, (soft), B. C. Fir and Shingles.

(Prices 1890-1899=100.)



"*Miscellaneous Building Materials.*—The level of prices, as indicated by the index number of twenty commodities, was higher during 1913, as a result of the advance toward the close of 1912. The number for the year was 112.7, as compared with 105.4 in 1912. Prices declined slightly in April and December. Bricks, lead pipe, lime, red lead and soil pipe were higher, while sash weights, sash cord, copper wire and galvanized barb wire declined. Cut nails rose, and wire nails declined. Iron pipe advanced, but declined later in the year."

"*Paints, Oils and Glass.*—The general price level for this group, including fourteen commodities, as indicated by the index number, was slightly lower in

1913, as the decline in the latter part of 1912 continued throughout the year. The group index number for January was 145.1, as compared with 148.4 in January, 1912. In December, 1913, it was down to 140.0, the average for the year being 144.8, as compared with 148.6 in 1912. Prices, however, were higher in some lines than in 1912. Benzine, Paris green, putty, shellac, white lead, and window glass all showed considerably higher levels than in the preceding year. The level for linseed oil, however, was 102.4, as compared with 151.8 in 1912, being as high as 175.1 in July of that year, and in December, 1913, being down to 99.8. Turpentine also showed a considerable decline, and rosin was somewhat lower."

"*House Furnishings.*—The level of prices in this group of sixteen articles indicated higher tendencies during 1913, the index number for the year being 126.2, as compared with 114.5 in 1912. Furniture showed considerable advances toward the end of 1912 and early in 1913. The index number for crockery and glassware advanced from 99.2 in January, 1912, to 118.0 in January, 1913, and rose to 130.9 by April, being steady thereafter. Table cutlery was unchanged. Wooden pails and sad irons were higher. Brooms averaged lower, having declined considerably toward the end of 1912, but rose steeply again in the latter part of 1913."

"*Drugs and Chemicals.*—The level of prices was slightly lower in 1913 than in 1912, the index number, including sixteen lines, averaging 113.3, as compared with 115.5 in 1912. Declines in opium, soda ash, indigo, and carbolic acid, accounted for the decline. The drug market was quiet during the year in sympathy with other lines of commodities. Menthol declined violently."

"*Miscellaneous.*—Furs; prices were very high at the beginning of 1913. The market declined as a result of the mild winter of 1912-1913 and the financial stringency of the year. Hops, Canadian: the average price for the year was 23.833c, as compared with 37.125c in 1912, when the price was as high as 50c on account of the drought in 1911. Malt: the price declined from $1.00 in January, and was down to 90c during the last three months of the year. Tobacco: raw leaf, Ontario "Burley," was at approximately the same price for the producer in the autumn as in the preceding year, 12c per lb. Pulp and paper: the market was comparatively steady throughout the year, production being large and demand fairly good. Binder twine: prices were much higher in 1913 than in the previous year. Rope: prices were very high; the high cost of raw material was the cause of the increase. Rubber; by the end of the year prices reached the lowest level since 1890. Soap advanced toward the end of the year, 20c per case in Western Canada, as the result of the continued increase in the cost of the raw material. Starch, Canadian laundry, advanced from 5½c per pound to 6c as a result of the short corn crop in United States."

APPENDICES.

Special features of the report are the appendices. Appendix A deals with retail prices, and shows the averages for the past four years of some thirty staple foods and of fuel, lighting and rent for each locality in Canada having a population of 10,000 and upward. Appendix B, on prices in other countries, quotes the annual reviews published by the British Board of Trade, the *Economist* and the *Statist*, London, the United States Department of Labour, *Bradstreet*, New York, *La Réforme Economique*, Paris, and the Bureau of Census and Statistics, Australia. Appendix C gives the statistics of the world's gold production.

VII.—LABOUR ORGANIZATION IN CANADA.

The third annual report on Labour Organization in Canada, covering the calendar year 1913, and containing 191 pages, was issued shortly after the close of the fiscal year 1913-14. This report, in addition to giving a general review of the activities of the labour organizations operating in Canada, contains chapters giving the names of all labour bodies known to exist in the Dominion, including district councils, federations, trades and labour councils, and local trade union branches. The report includes complete lists of all international organizations having affiliations on the North American Continent, and of all non-international bodies. A section of the report is devoted to a discussion of some of the leading features of the chief railway labour brotherhoods and orders, the elaborate and sometimes intricate schemes of organization which have been developed by these bodies being dealt with at some length. Consideration is there given to the duties and responsibilities placed on the various committees known under the terms of "general," "grievance," "adjustment," "protective," "legislative," etc., as well as other matters of vital import pertaining to the leading bodies found in the railway group.

TRADES UNION MEMBERSHIP, 1913.

According to the statistics submitted in the report there were at the close of the year 1913, 114 central organizing bodies operating in Canada, 101 being international and 13 of a non-international character. In the first named class there was an increase of two over the number given in the 1912 report, and an increase of three in the non-international bodies. The number of local branches of the international organizations was 1,792, an increase of 154 over the figures for 1912. The non-international branches numbered 191, a decrease of 26. In addition to local branches having affiliation with central organizations, there were 34 local independent trades unions, an increase of six branches. These figures show a total of 2,017 trade union branches in the Dominion. The total reported membership of all classes of trades unions was placed at 175,799, the international bodies being credited with 149,577 members, the non-international with 20,215, and the independent unions with 6,007. The reported trades union membership of Canada at the close of each of the three years during which material has now been collected has been as follows:—

1911	133,132
1912	160,120
1913	175,799

These figures show that there was an increase of approximately 27,000 during the year 1912, and of 15,679 for 1913, making an increase of 42,679 during the two years.

TRADES UNION CENTRAL ORGANIZATIONS OPERATING IN CANADA.

The following tables taken from a chapter of the report show: (1) international organizations having Canadian branches, (2) number of branches in Canada and elsewhere, (3) represented membership in Canada and elsewhere, (4) other trades union central organizations operating in Canada, with number of branches and reported membership:—

International Organizations.	No. of Branches.		Reported Membership.	
	In Canada.	*a*Elsewhere.	In Canada.	*a*Elsewhere.
American Federation of Labour	(*b*)11	(*b*)648	...	...
Asbestos Workers, International Association of Heat and Frost Insulators and	3	33	80	1,920
Bakery and Confectionery Workers' International Union of America	6	193	228	21,860
Barbers' International Union of America, Journeymen	37	669	1,543	31,457
*Bricklayers, Masons and Plasterers' International Union of America	60	886	8,922	75,379
Billposters and Billers of America, International Alliance of	3	54	100	1,500
Blacksmiths, International Brotherhood of	16	265	1,100	12,900
Boilermakers and Iron Ship Builders of America, Brotherhood of	19	372	1,057	16,626
Bookbinders, International Brotherhood of	13	136	500	11,500
Boot and Shoe Workers' Union	15	150	1,817	...
Brewery Workmen, International Union of the United	22	506	1,456	50,550
Bridge and Structural Iron Workers, International Association of	11	104	2,100	10,800
Broom and Whisk Makers' Union, International	*4*	...	...	*l* 760
Brushmakers' International Union	1	6	12	248
*Building Labourers' International Protective Union of America	4	203	411	5,389
Carvers' Association of North America, International Wood	1	21	40	1,160
Carpenters and Joiners of America, United Brotherhood of	89	1,908	9,535	209,279
*Carpenters and Joiners, Amalgamated Society of	58	*c* 971	4,116	71,850
Carriage, Wagon and Automobile Workers, International	*3*	...	...	...
*Car Workers, International Association of	1	135	10	10,490
Cement Workers, American Brotherhood of	5	98	100	8,900
Cigarmakers' International Union of America	23	458	1,900	47,100
Clerks' International Protective Association, Retail	*3*	...	...	*l* 15,000
Cloth Hat and Cap Makers of North America, United	1	26	100	4,400
Commercial Telegraphers' Union of America, The	4	48	800	3,500
Cutting Die and Cutter Makers, International Union of	1	11	18	250
*Electrical Workers, International Brotherhood of	32	284	2,129	19,871
Electrical Workers, International Brotherhood of	12	188	669	26,331
*Engineers, Amalgamated Society of	15	*c* 785	1,163	*c* 142,835
Engineers, International Union of Steam and Operating	17	255	2,000	28,000
Elevator Constructors, International Union of	1	33	28	2,661
Firemen, International Brotherhood of Stationary	2	270	59	15,941
Freight Handlers, Brotherhood of Railroad	*5*	...	...	*l* 1,000
Fur Workers' Union, International	2	9	150	3,850
Garment Workers of America, United	24	279	2,926	67,074
Garment Workers' Union, International Ladies	8	67	2,053	82,947
Glass Workers' Union, American Flint	4	122	255	9,577
Glass Bottle Blowers' Association of the United States and Canada	3	102	326	13,674
Glass Workers' International Association, Amalgamated	4	24	90	1,170
Glove Workers' Union of America, International	1	22	28	1,138
Granite Cutters' International Association of America, The	10	126	569	15,831
Hatters of North America, United	1	21	15	8,485
Hod Carriers, Building and Common Labourers' Union of America, International	10	228	416	23,584
Horseshoers of the United States and Canada, International Union of Journeymen	6	279	210	4,990
Hotel and Restaurant Employees' International Alliance and Bartenders' International League of America	25	574	2,108	54,982
*Industrial Workers of the World	13	223	1,000	13,310
Lathers' International Union, Wood, Wire and Metal	12	213	425	6,400
Leather Workers on Horse Goods, International United Brotherhood of	1	57	41	2,004
Lithographers' International Protective and Beneficial Association of the United States and Canada	3	28	183	2,548
Longshoremen's Association, International	27	856	4,000	26,000
*Locomotive Engineers, Brotherhood of	82	745	5,949	67,232
*Locomotive Firemen and Enginemen, Brotherhood of	87	744	7,219	83,889
Machinists, International Association of	66	771	5,000	73,000
Maintenance-of-Way Employees, International Brotherhood of	142	223	8,968	9,879
Marble Workers, International Association of	7	52	500	4,000
Metal Polishers, Buffers, Platers and Brass Workers' International Union of North America	10	115	520	9,480
Metal Workers' International Alliance, Amalgamated Sheet	*18*	*437*	*1,150*	*15,750*
Mine Workers' of America, United	42	2,592	7,207	386,254
Miners, Western Federation of	22	260	5,572	61,478

International Organizations.	No. of Branches.		Reported Membership.	
	In Canada.	*a*Elsewhere.	In Canada.	*a*Elsewhere.
Moulders' Union of North America, International	37	388	3,000	47,000
Musicians, American Federation of	39	621	3,741	51,259
Painters, Decorators and Paperhangers of America, Brotherhood of	44	674	3,237	78,368
Paper Makers, International Brotherhood of	8	89	1,000	6,400
Pattern Makers' League of North America	10	63	675	7,825
Photo Engravers' Union of North America, International	6	61	185	4,244
Paving Cutters' Union of the United States and Canada	4	61	70	3,430
Piano, Organ and Musical Instrument Workers' Union, of America, International	2	28	300	3,500
Plate Printers' Union of North America, International Steel and Copper	1	9	52	1,243
Plasterers' International Association of the United States and Canada, Operative	22	283	1,922	19,078
Plumbers and Steamfitters of America, United Association	44	633	1,500	27,500
Potters, National Brotherhood of Operative	1	66	112	6,600
Printing Pressmen's Union, International	22	308	1,000	26,000
Pulp, Sulphite and Paper Mill Workers of the United States and Canada, International Brotherhood of	1	42	20	3,980
Quarry Workers' International Union of North America	7	73	400	5,600
Railway Clerks, Brotherhood of	1	151		
*Railway Conductors, Order of	55	558	2,646	46,850
Railway Carmen of America, Brotherhood of	64	493	3,950	27,972
Railway Employees of America, Amalgamated Association of Street and Electric	18	202	5,724	69,276
*Railroad Trainmen, Brotherhood of	79	789	10,401	123,599
*Railroad Signalmen of America, Brotherhood of	1	35	62	938
Railroad Telegraphers, Order of	19	103	....	*d* 43,000
Saw Smiths', National Union	4	....	....	*d* 100
Seamen's Union of America, International	2	60	500	16,000
Shingle Weavers, Sawmill Workers and Woodsmen, International Union of	3	52	50	4,950
Slate and Tile Roofers' Union of America, International	1	26	38	670
*Steam Shovel and Dredgemen, International Brotherhood of	7	48	....	....
Spinners' International Union	1	20	30	2,770
Stage Employees, International Alliance, Theatrical	17	433	560	19,440
Steel Plate Transferrers' Association of America	1	2	6	64
Stereotypers and Electrotypers' Union, International	8	112	180	4,423
Stonecutters' Association of North America, Journeymen	31	208	1,000	5,300
Stove Mounters' International Union	4	50	100	1,900
Switchmen's Union of North America	3	194	114	9,988
Tailors' Industrial Union (International)	24	277	800	11,200
Teamsters, Chauffeurs, Stablemen and Helpers of America, International Brotherhood of	7	*470*	*823*	*45,577*
Textile Workers, of America, United	4	194	200	19,800
Tile Layers and Helpers' International Union, Ceramic, Mosaic and Encaustic	7	49	264	2,586
Tobacco Workers' International Union	3	32	296	3,494
Traveller's Goods and Leather Novelty Workers' International Union of America	1	24	42	1,230
Typographical Union, International	46	661	5,004	50,610
Upholsterers' International Union of North America	5	57	535	3,765
Grand totals	1,792	27,884	148,856	2,722,352

(*a*) Includes United States, Mexico, Canal Zone, Philippine Islands, Great Britain and colonies, except Canada.

(*b*) Includes only the unions directly chartered, *i. e.*, those unions not affiliated through any international organization. The American Federation of Labor had on September 30, 1913, 111 international unions affiliated, representing approximately 20,046 locals, as well as five departments, 42 State branches, 621 city centrals, and 659 local trade and federal labour unions, making a total of 1,438 charters for 21,373 organizations, representing a membership of 2,054,526.

(*c*) These figures are for December 31, 1912. Membership for 1913 not available at time of going to press

(*d*) Includes members in Canada. Indicates that union is not affiliated with American Federation of Labour.

Other Trade Union Central Organizations.	Branches or affiliations.	Membership reported.
Trades and Labour Congress of Canada	*1,096	80,801
Canadian Federation of Labour	†65	.....
British Columbia Association of Stationary Engineers	6	303
Brotherhood of Boilermakers, Iron Shipbuilders and Helpers of Canada	4	400
Canadian Association of Stationary Engineers	16	1,016
Canadian Brotherhood of Railway Employees	32	5,700
Canadian Granite Cutters and Quarry Workers' Union	2	90
Federated Association of Letter Carriers	42	1,707
Federation of Textile Workers of Canada	3	736
National Association of Marine Engineers	16	1,200
Provincial Workmen's Association (Miners)	23	5,000
Retail Employees' Organization of British Columbia	2	1,200
La Fédération Ouvrière Mutuelle du Nord	9	1,567
La Fédération Ouvrière Catholique de Trois-Rivières	1	1,094

* Includes charters issued to 43 trades and labour councils, 2 provincial federations of labour and 19 federal labour unions, as well as affiliations of 1,032 local unions, 932 of which have been affiliated through their respective internaonal headquarters paying per capita tax on the whole of their Canadian membership; the balance of 100 have affiliated ndividually. The total membership is approximately 80,801.

† The Canadian Federation of Labour has four organizing bodies in affiliation, viz: Canadian Granite Cutters' Union, with 2 branches and 90 members; the Canadian Brotherhood of Boilermakers, 4 lodges with 400 members; the Provincial Workmen's Association, 23 lodges with 5,000 members; and the Canadian Executive Council of the Amalgamated Society of Engineers, 15 lodges with 1,163 members. Three trades and labour councils, 1 printing trades council and 16 local unions are also connected with the Federation. The exact membership was not reported.

TRADE UNION BRANCHES BY PROVINCES.

The report shows that of the 1,792 international local trade union branches 744 are located in the province of Ontario. The other eight provinces rank numerically as follows: British Columbia, 240; Quebec, 220; Alberta, 164; Manitoba, 132; Saskatchewan, 120; New Brunswick, 81; Nova Scotia, 80, and Prince Edward Island, 4. The 191 branches of the non-international bodies are divided among the various provinces as follows: Ontario, 58; Quebec, 43; Nova Scotia, 38; British Columbia, 19; New Brunswick, 10; Manitoba, 9; Alberta, 6; Saskatchewan, 5; Prince Edward Island, 3. Of the independent bodies Quebec claims 24; Ontario, 5; Prince Edward Island, 3; British Columbia and Alberta, 1 each.

SESSIONAL PAPER No. 36

ORGANIZED LABOUR IN CANADIAN CITIES.

The relative strength of organized labour in Canadian cities is also reported. The following statement in the report gives particulars as to 26 cities having each more than 20 trade union branches, the total for the cities named being 1,121. Of this number 654 report a membership which totals 88,037, or somewhat over 50 per cent. of the total trade union membership of the Dominion. The review states that the membership of the non-reporting units is a somewhat conjectural quantity, but information before the Department, gathered from various sources, permits it to be placed approximately at 25,328, giving a total trades union membership for the 26 cities named of 113,365.

	Number of Unions in Locality.	Number of Unions reporting membership.	Number of members reported.
Toronto	131	79	18,184
Montreal	121	68	15,694
Winnipeg	82	48	8,163
Vancouver	81	47	7,502
Hamilton	60	36	3,847
Ottawa	56	31	3,089
Victoria	47	28	2,581
London	45	28	2,418
Calgary	44	27	3,092
Edmonton	43	27	2,781
Quebec	41	22	4,890
St. John	32	17	1,337
Fort William	31	15	997
Saskatoon	29	18	1,063
St. Thomas	26	16	1,524
Brandon	26	11	456
Lethbridge	25	14	1,339
Halifax	24	14	1,239
Moose Jaw	24	16	1,420
Port Arthur	23	13	518
Regina	23	13	900
Moncton	22	15	1,998
Nelson	22	10	319
Medicine Hat	21	13	1,049
New Westminster	21	15	1,015
Windsor	21	13	722
Total	1,121	654	88,037

TRADES UNION MEMBERSHIP OF THE WORLD.

The report also contains statistics showing the standing of trade unionism of the chief industrial nations for the years 1911 and 1912, with figures showing the percentage of union membership to total population, as indicated in the following table:—

Country.	Union Membership.		Population.	Percentage of Union Membership to Total Population.	
	1911.	1912.		1911.	1912.
Great Britain	3,010,346	3,813,973	45,365,599	6.066	8.407
France	1,029,238	.....	39,601,509	2.025	.....
Belgium	92,735	231,805	7,516,730	1.012	3.083
The Netherlands	153,689	169,144	5,945,155	2.025	2.845
Denmark	128,224	139,012	2,757,076	4.650	5.042
Sweden	116,500	121,866	5,521,943	2.109	2.206
Norway	53,830	60,975	2,391,782	2.021	2.549
Finland	19,640	23,839	3,120,264	.629	.764
Germany	3,061,002	3,317,271	64,903,423	4.047	5.111
Austria	496,263	534,811	28,321,088	1.017	1.888
Bosnia-Herzegovina	5,587	5,522	1,898,044	.002	.290
Croatia-Slavonia	8,504	6,783	2,416,300	.003	.276
Hungary	95,180	111,966	20,840,678	.004	.537
Servia	8,337	5,000	2,911,701	.002	.171
Roumania	6,000	9,708	6,966,000	.008	.139
Switzerland	78,119	86,313	3,741,971	.02	2.306
Italy	709,943	860,502	34,687,000	.02	2.451
Spain	80,000	100,000	19,588,688	.004	.510
United States	2,282,361	2,496,000	91,972,266	2.481	2.713
Canada	160,120	175,799	7,204,527	2.02	2.440
Australia	364,999	433,224	4,733,359	.....	9.152
New Zealand	55,629	60,622	1,070,910	.....	5.660

According to the foregoing statement, the total trades union membership of the world for 1912 stood at 12,094,490, a slight increase over the number reported for 1911, which was 11,435,498. In the above table it will be observed that the union membership during 1912 increased more rapidly in Great Britain than in Germany, the first named country having an increase of over 800,000 and the latter slightly over 256,000, giving Great Britain in 1912 nearly a half million more of a trades union membership than Germany. The United States stands third, but especially having regard to its much larger population, considerably below Great Britain and Germany. The statement above printed, however, shows Australia as the most highly unionized country in the world.

TRADE UNION BENEFICIARY WORK.

A chapter of the report gives particulars regarding the disbursements made during the year on account of beneficiary work of central labour organizations operating in Canada. Of the 101 international organizations having local branches in the Dominion, 72 have benefit features of varying extent. The grand total of the disbursements made on account of benefits by these organizations for the last fiscal year is $14,962,705. Nearly one-half of this amount was expended in death and disability benefits. The payments on this account amounted to $7,556,876. The railway brotherhoods contributed the larger payments for death and disability benefits, the disbursements by the Brotherhood of Railroad Trainmen alone amounting to no less a sum than $2,410,985. These disbursements are, of course, for Canada and the United States taken together, separate figures for Canada alone not being available. Two non-international bodies reported having made payments on account of benefits. The Federated Association of Letter Carriers paid $9,689.75 in death claims. The Federation of Textile Workers of Canada disbursed $160.00 in death benefits, $14.00 in travelling benefits, $240.00 in unemployed benefits, and $42.00 in sick benefits, a total of $456.00.

The table in detail showing the disbursements made on account of the various benefits by the international organizations operating in Canada is as follows:—

Name of Organization.	Death Benefits	Travelling Benefits.	Unemployed Benefits.	Strike Benefits.	Sick Benefits.	Accident Benefits.	Pension and Superannuation
	$	$	$	$	$	$	$
American Federation of Labour				18,792			
Bakery and Confectionery Workers' International Union	4,225			4,278	35,032		
Barbers' International Union of America, Journeymen	28,625			1,785	46,529		
Bill Posters and Billers, International Alliance				300			
Bricklayers, Masons and Plasterers' International Union of America	242,867			24,000			
Boilermakers and Iron Ship Builders of America, Brotherhood of	4,100			46,680			
Bookbinders, International Brotherhood of	5,550						
Boot and Shoe Workers' Union	1,300			2,492	3,769		
Bridge and Structural Iron Workers, International Association of	900						
Brewery Workmen, International Union of the United				3,909			
Carvers' Association of North America, International Wood	1,800			726			
Carpenters and Joiners of America, United Brotherhood of	302,546			51,311			
Carpenters and Joiners, Amalgamated Society of	*a* 83,945	*b* 416,765		57,886	305,672	22,010	716,270
Car Workers, International Association of	1,816			4,300			
Cigarmakers' International Union of America	*a* 261,910	33,113	42,911	12,646	204,113		
Cloth Hat and Cap Makers of North America, United				6,000	3,859		
Clerks' International Protective Association, Retail	8,600				14,225		
Cutting Die and Cutter Makers, International Union of	800	150					
Electrical Workers, International Brotherhood of	5,000						
Elevator Constructors, International Union of				1,386			
Engineers, Amalgamated Society of	81,764				297,518	19,038	697,169
Glass Workers' Union, American Flint				57,390			
Glass Bottle Blowers' Association of the United States and Canada	59,000						
Glass Workers' International Association, Amalgamated	525			205			
Granite Cutters' International Association of America, The	26,028			18,886		*c* 19,300	
Hatters of North America, United	38,638			14,308			
Hod Carriers, Building and Common Labourers' Union of America, International	4,100						
Hotel and Restaurant Employees' International Alliance and Bartenders' International League	68,662			14,571	58,911		
Lathers, International Union of Wood, Wire and Metal	5,450						
Lithographers' International Protective and Beneficial Association of U.S. and Canada	7,500						
Locomotive Engineers, Brotherhood of	1,783,772			39,112		200,500	
Locomotive Firemen and Enginemen, Brotherhood of	*d* 1,020,612						
Longshoremen, International Association of				1,800			
Machinists, International Association of	58,100			273,217			
Maintenance-of-Way Employees, International Brotherhood of	6,000						

Name of Organization.	Death Benefits.	Travelling Benefits.	Unemployed Benefits.	Strike Benefits.	Sick Benefits.	Accident Benefits.	Pension and Superannuation.
	$	$	$	$	$	$	$
Marble Workers, International Association of	.....	.....	.....	5,000	.....	.....	.....
Metal Polishers, Buffers, Platers and Brass Workers' International Union	6,675	.....	.....	17,334	.....	.....	.....
Metal Workers' International Alliance, Amalgamated Sheet	1,050	.....	.....	15,000	.....	.....	.....
Mine Workers of America, United	.....	.....	.....	1,621,353	.....	.....	.....
Miners, Western Federation of	26,631	.....	.....	106,296	86,066	.....	.....
Moulders' Union of North America, International	63,024	.....	6,276	495,722	159,434	.....	.....
Painters, Decorators and Paperhangers of America, Brotherhood of	125,000	.....	.....	18,000	.....	.....	.....
Paper Makers, International Brotherhood of	1,337	.....	.....	4,000	.....	.....	.....
Pattern Makers' League of North America	3,675	.....	.....	13,050	7,053	.....	.....
Photo Engravers' Union of North America, International	2,500	.....	.....	24,153	7,865	.....	.....
Paving Cutters' Union of the United States of America and Canada	1,700	.....	.....	10,956	.....	.....	.....
Plate Printers' Union of North America, International Steel and Copper	1,300	.....	.....	.....	1,200	.....	.....
Plasterers' International Association of the United States and Canada, Operative	39,500	.....	.....	1,800	.....	.....	.....
Plumbers and Steam Fitters of America, United Association of	14,500	.....	.....	33,679	48,612	.....	.....
Potters, National Brotherhood of Operative	5,675	.....	.....	.....	.....	.....	.....
Printing Pressmen's Union, International	14,800	.....	.....	477,041	.....	.....	.....
Quarry Workers' International Union of North America	1,350	.....	.....	6,466	.....	.....	.....
Railway Conductors, Order of	32,000	.....	.....	4,692	.....	.....	.....
Railroad Telegraphers, Order of	88,900	.....	.....	.....	.....	.....	.....
Railway Employees of America, Amalgamated Association of Street and Electric	134,000	.....	.....	24,500	*e* 4,200	.....	.....
Railroad Trainmen, Brotherhood of	*d* 2,410,985	.....	.....	.....	.....	.....	.....
Shingle Weavers, Sawmill Workers and Woodsmen, International Union of	.....	.....	.....	10,000	.....	69	.....
Slate and Tile Roofers' Union of America, International	1,100	800	.....	.....	.....	.....	.....
Seamen's Union, International	15,201	.....	.....	.....	.....	.....	.....
Stereotypers and Electrotypers' Union, International	3,100	.....	.....	*f* 9,150	.....	.....	.....
Stonecutters' Association of North America, Journeymen	8,900	.....	.....	2,719	.....	.....	.....
Stove Mounters' International Union	1,300	.....	.....	.....	.....	.....	.....
Switchmen's Union of North America	186,217	.....	.....	.....	.....	.....	.....
Spinners' International Union	.....	.....	10,000	3,000	.....	.....	.....
Tailors' Industrial Union (International)	11,248	.....	.....	66,576	22,114	.....	.....
Textile Workers, United	2,400	.....	.....	16,437	.....	.....	.....
Tile Layers and Helpers' International Union, Ceramic, Mosaic and Encaustic	.....	500	.....	1,000	.....	.....	.....
Tobacco Workers' International Union	150	.....	.....	.....	228	.....	.....
Typographical Union, International	238,095	.....	.....	22,566	.....	.....	*h* 242,650
Travellers' Goods and Leather Workers' International Union	425	.....	.....	2,755	.....	.....	.....
Upholsterers and Trimmers' International Union	.....	.....	.....	2,683	.....	.....	.....
Total	7,556,876	451,328	59,187	3,671,908	1,306,100	260,917	1,656,089

a for year 1912. *b* Includes payments on account of unemployed benefits. *c* Includes $9,800 paid as honorary benefits. *d* Includes disability benefits. *e* Paid on account of disability benefits. *f* Paid on account of burial and hospital benefits. *g* Includes organizing expenses. *h* Old age pensions.

VIII.—SPECIAL REPORT ON STRIKES AND LOCKOUTS, 1901-1912.

A special report on strikes and lockouts was issued during the early part of the fiscal year 1913-14. The report contained statistics of strikes and lockouts taking place in Canada during the twelve years from 1901 to 1912. Press comments on the report were numerous and extended, and were no doubt in part the occasion of the large demand from the public for copies, several thousand of which were distributed. The report shows that strikes taking place during these twelve years have numbered 1,319, an average of 110 annually. There were 319,880 employees concerned in these strikes. The time losses in strikes during the twelve years reach nearly nine million working days, and would represent, it is suggested, at $2.50 a day, an annual loss to the workers of about $1,900,000, or a total estimated loss for the twelve years of between twenty-two and twenty-three million dollars.

The report contains numerous charts and diagrams bearing on different phases of the matters discussed. The record of industrial disputes is set forth year by year, and in addition, for the purposes of comparison, the statistics for the decade 1901-10 have been tabulated for quinquennial periods and statistics covering the same periods are given for other countries. The strikes occurring in Canada in each period are classified variously by years, industries, causes, magnitude, provinces, duration and results.

SOME GENERAL OBSERVATIONS.

In the introductory chapter, some general observations are offered by the Deputy Minister of Labour.

"It need hardly be observed," it is remarked, "that the industrial problem in its various aspects is the theme of universal interest and discussion to-day. The methods particularly of dealing with industrial disputes, the avoidance of the strike or lockout so far as possible, and the best means of settling strikes or lockouts (though in Canada the lockout is a theory rather than a fact) which are not avoided, are matters which in recent years have received the closest consideration in all countries pursuing modern industrial methods. Every nation seeks information and guidance from the general experience of other countries. On several recent occasions the vast issues involved have forced industrial disputes on the attention of the greatest of the world's governments. The Prime Ministers of Great Britain and France and the President of the United States have each come into closest contact with disputes which have seemed to threaten their respective countries with perils graver than war, famine, or plague, and which have in each case caused positive suffering and disaster to an alarming degree. It is hence inevitable that inquiry should be made on the widest scale as to the relative merit and value of legislation bearing on the subject in different countries. This is a point which it would be difficult under any circumstances to determine, but which cannot be intelligently discussed until the fullest information obtainable on many vital facts has been gathered and carefully arranged. Here, therefore, lies the essential value of statistics found in the present report: first, for the purposes of comparison between year and year, and period and period in treating of the industrial history of Canada, particularly during those past recent years of rapid development; and, secondly, in permitting comparison,

useful, though admittedly not exact, between relative conditions in Canada and other countries."

SPECIAL CLASSES AFFECTED BY STRIKES.

"A cursory examination of the information collected," it is remarked, "will show to how great an extent industrial troubles fall on special classes of workers. Coal mining and the building trades stand out in strong relief as those industries which are most afflicted with disputes. It is in connection with organized labour rather than unorganized labour that strikes chiefly occur. The reason is obvious. A strike means unity of action, which is impossible without organization. Wage earners are seldom inclined to enter on a struggle with their employers until a degree of organization is found in their ranks. The situation is fairly reflected in the very large proportion found of strikes concerning union recognition or some aspect of union recognition. It will, it is true, frequently happen that union and non-union employees are both concerned in a particular strike. The unionists may even be sometimes in a minority, but, being organized and including quite inevitably the more agressive spirits, they will often largely control the action of the employees as a whole.

"Naturally labour organization reaches its most advanced and most successful form in the ranks of the most skilled and responsible workers. The upper grades of railroad workers—engineers, firemen, conductors, trainmen, telegraphers, etc.,—stand perhaps at the apex of organized labour, having achieved that most desirable of industrial systems, that of working under agreement, and having learned the further valuable art of renewing these agreements, modified or otherwise, without cessation of work. The facilities for arranging working agreements in the case of these great railroad brotherhoods are superior in a measure to those open to many other classes of workmen because of (1) the good relations that fortunately exist between the great railroad companies and the unions, and (2) the relatively small number of employers with whom it is necessary to treat—the great railroads in any case set the pace in these matters. One important fact, however, which stands out in the present report is that during the twelve years under review there has been but a single strike in which any one of the five railroad brotherhoods indicated has been concerned. In other words, of the thirteen hundred strikes recorded in Canada during twelve years only one is debited to railroad engineers, railroad firemen, railroad conductors, railroad trainmen or railroad telegraphers.

"While therefore it is on organized labour that the strike burden chiefly falls, some branches of labour, and these the most highly organized, appear to have largely eliminated the strike as an actual experience. Those who have been behind the scenes in connection with these matters will be aware that even here the menacing figure of the strike is found none the less somewhere in the background and there plays its part in the preliminary negotiations."

STRIKE LOSSES ANALYZED.

In discussing the question of losses resulting from strikes, the Deputy Minister points out that the figures are less startling than they may at first appear, and, referring particularly to Time Losses, which are held to be the best gauge, the following observations are made:—

"The year 1911 was, as noted, exceptionally high in Time Losses, showing, at 2,021,440 wasted days, twice the volume of Time Losses recorded for any other year. The wage earners for that year are estimated at slightly under 1,300,000, and the possible working days for 1911 may be therefore placed at 390,000,000; this estimate allows an average of 300 working days a year to each worker. Analysis shows that these Time Losses of two million days were no more than the one hundred and ninety-fifth part (1/195) of the number of days worked. or, putting it in another way, if spread evenly over the whole wage-earning population of Canada, the Time Losses by strikes for 1911 would represent a loss per worker of a fraction under two days. For 1912 the figure representing Time Losses, as against number of days worked, dwindles to less than one day per worker; the Time Losses were only fifty per cent. of those of 1911, and the industrial population had grown.

"Analyses of this character tend, it is believed, to show that however largely the problem of industrial disputes may loom in the public mind, and, however acute may be sometimes the inconvenience, injury or loss resulting from them in a particular locality, yet the net sum of the losses which may be directly debited to industrial disputes does not justify dismay or despair; and is but an item in a year's industrial account. The mass of wage earners works steadily on, and is affected only as part of society at large."

WHAT BRITISH REPORTS SHOW.

A chapter of the report gives much information as to disputes during the same period in other countries, more fully in the case of Great Britain than in most countries, because of the complete reports printed by the British Labour Bureau. The figures permit of some comparisons as between Canada and other countries in these matters.

Statisticians compiling the British reports have dwelt also on the point noted in the preceding paragraph, the smallness, relatively speaking, of the numbers of strikers or Time Losses from strikes as compared with the totals of workers or days worked. "Thus," says the British report for 1911, "although the number of workpeople involved in disputes was higher than any previously recorded by the department, the proportion affected of the total number of persons engaged in industrial occupations was only nine per cent., as compared with 4.9 per cent. in 1910 and 2.9 per cent., the mean for the ten years 1902-11." It is also pointed out, as to Great Britain, that while in 1912 (the year of the great coal strike) the Time Losses stood at the amazingly high figure of forty million days, surpassing all earlier records, yet these losses, "spread over the British industrial population, would show an average loss for 1912 of four days per head; even this high figure, therefore, leaving a hardly perceptible effect on the sum total of possible working days for British industry in the year concerned."

"In a word," observes the Deputy Minister, "the worst deduction to be drawn from the figures is that the great prosperity of these twelve years would have been yet greater could Canada have escaped its share of the industrial tumults falling to the nations of the modern world."

A chapter of the report is devoted to a discussion of the salient features which have come to the knowledge of the Department regarding the strikes which have occurred in Canada in the twelve years 1901-12. The longest strike recorded is that which began in the coal mines at Springhill, N.S., in August, 1909, and continued for twenty-two months, entailing time losses placed at 760,000 working

days. A strike of 7,000 coal miners in Eastern British Columbia and Southern Alberta began on April 1, 1911, and lasted until November 20, the Time Losses being estimated at the large figure of 1,390,000 days, which alone was greatly larger than the Time Losses of all strikes in Canada in any preceding year. These two coal strikes alone, it will be seen, caused a loss of 2,150,000 days, or nearly one-quarter of the total Time Losses from strikes in the whole twelve-year period.

An analysis of the strikes according to their causes shows that, as might be expected, the wage question figured most prominently, the great majority of strikes having for their object an increase of wages, and this is the cause also of the heaviest time losses. The question of union recognition was also a frequent subject of dispute between employer and employees, and was responsible, especially in the later years, for a large proportion of the Time Losses.

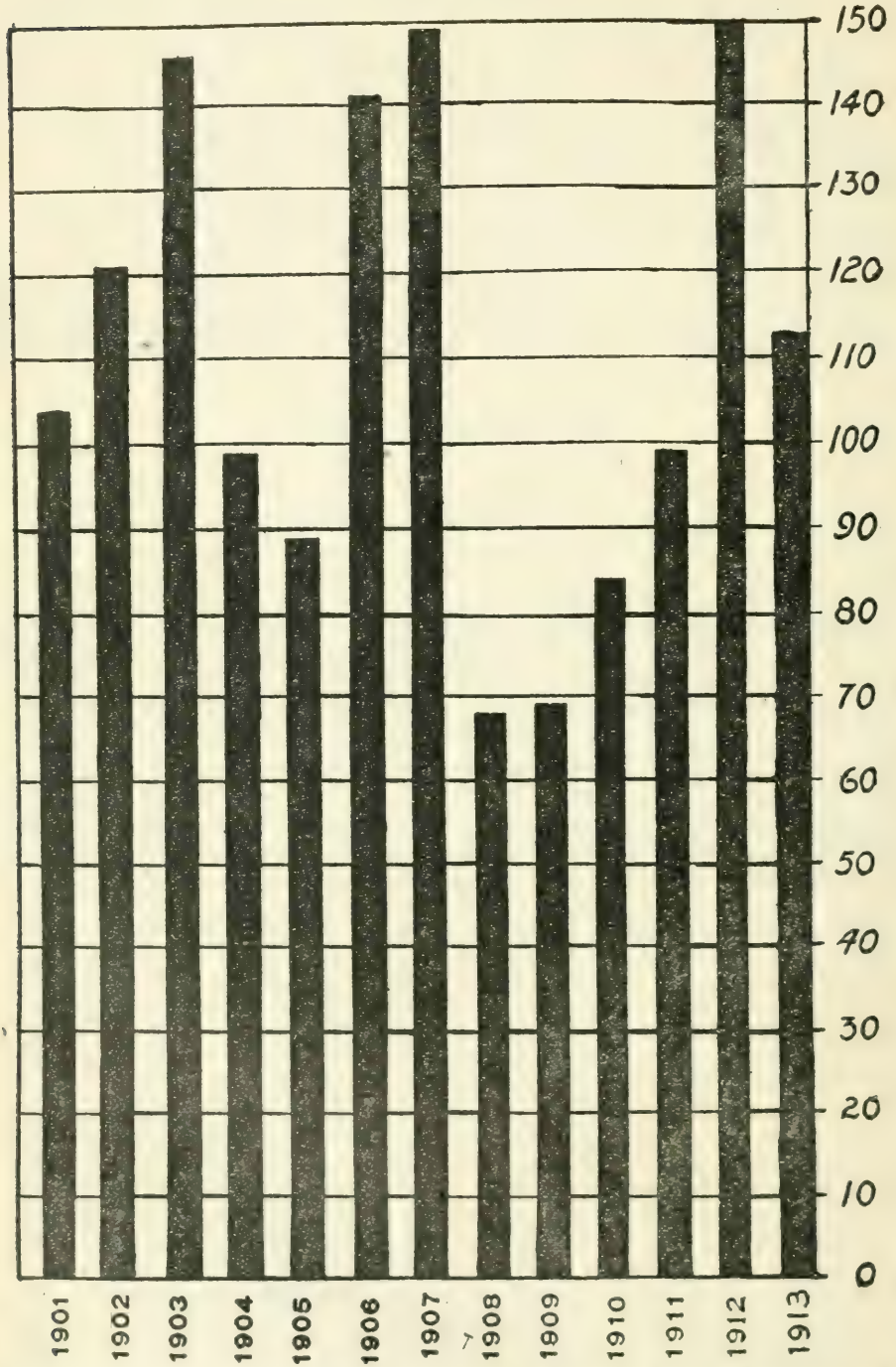
Other aspects of industrial disputes in Canada during the period under review are discussed in some detail and are reflected in the tables which occupy a large section of the report, a few of the more striking of which are reprinted in the present article.

THE RECORD FOR 1913.

The special report discussed above does not extend to the year 1913. The record for 1913 as to these matters has since become available, and a chapter dealing with the same appears in the present volume. Some points of the year 1913 may be here noted. The number of industrial disputes occurring in 1913 was 113, considerably fewer than the number recorded for the preceding year. The number of employees involved was 39,426, a fraction under the figures for 1912. The approximate Time Losses for 1913 are placed at 1,287,678, being somewhat higher than those recorded for 1912, when the number of days lost was placed at 1,099,208. As the foregoing pages will show, both these last named years fall as to Time Losses very much below the figures for 1911, for which year the number of days lost by strikes was placed at 2,046,650. A glance over the record of earlier years will show that the Time Losses for 1913 were curiously close to those recorded for 1903, ten years earlier, those of the earlier year being 1,226,500. The outstanding strike of the year 1913 was that of coal miners on Vancouver Island, which, of course, largely swells the Time Losses.

Strikes and Lockouts, 1901-1913.

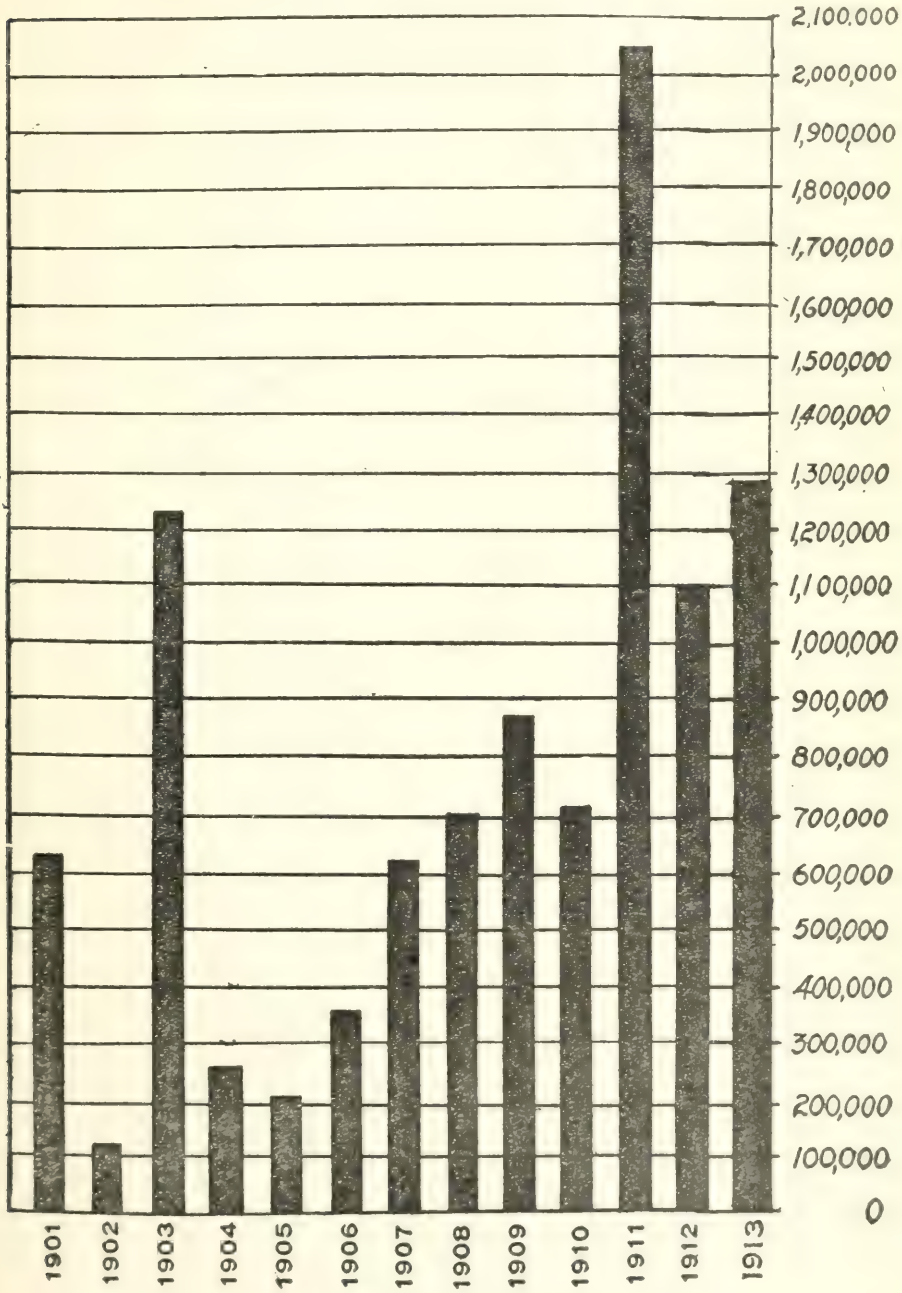
CHART SHOWING STRIKES AND LOCKOUTS IN CANADA YEAR BY YEAR FROM 1901 TO 1913,* INCLUSIVE.



*The chart as printed in the Special Report did not include the column for 1913, but information for 1913 being now available, the chart is extended accordingly.

Time Losses.

CHART SHOWING BY NUMBERS OF WORKING DAYS THE TIME LOSSES CAUSED BY STRIKES AND LOCKOUTS, 1901-1913*



*The footnote to preceding chart applies in this case also.

DISPUTES, TIME LOSSES, ETC., CLASSIFIED BY YEARS.

Tables from the report show the number of disputes year by year from 1901 to 1912, the number of establishments and of employees affected, and approximate Time Losses in working days. In tables relating to these matters appearing in the chapter on industrial disputes for 1913, comparisons are given extending to 1913:—

Year.	No Disputes.	No. Establishments concerned.	No. Employees affected.	Approximate Time Losses in Working Days.
1901	104	273	28,086	632,311
1902	121	420	12,264	120,940
1903	146	927	50,041	1,226,500
1904	99	575	16,482	265,004
1905	89	437	16,223	217,244
1906	141	1,015	26,050	359,797
1907	149	825	36,224	621,962
1908	68	175	25,293	708,285
1909	69	397	17,332	871,845
1910	84	1,335	21,280	718,635
1911	99	475	30,094	2,046,650
1912	150	989	40,511	1,099,208
Total	1,319	7,843	319,880	8,888,381

DISPUTES CLASSIFIED BY INDUSTRIES.

Industry.	1901-05.	1906-10.	1911.	1912.	Total.
Fishing	6	4	..	1	11
Lumbering	13	15	..	4	32
Mining	37	50	7	6	100
Building	143	123	29	52	347
Metal	95	75	18	29	217
Woodworking	33	14	2	..	49
Printing and allied	18	10	..	3	31
Textile	15	21	4	1	41
Clothing	51	56	13	19	139
Food and Tobacco	41	21	3	2	67
Leather	9	11	4	..	21
General transport	43	54	12	14	123
Unskilled labour	33	40	1	9	86
Miscellaneous	22	17	6	10	55
Total	559	511	99	150	1,319

DISPUTES TABULATED BY PROVINCES.

The following tables show the situation in each province as to strikes and Time Losses respecitvely:—

INDUSTRIAL DISPUTES CLASSIFIED BY PROVINCES.

	1901-05.	1906-10.	1911.	1912.	Total.
Nova Scotia	36	34	2	4	76
Prince Edward Island	2	..	..	..	2
New Brunswick	20	26	3	7	56
Quebec	131	106	19	24	280
Ontario	276	223	41	67	607
Manitoba	28	29	8	7	72
Saskatchewan	1	7	..	16	24
Alberta	8	33	12	14	67
British Columbia	53	46	12	10	121
Interprovincial	4	7	2	1	14
Total	559	511	99	150	1,319

APPROXIMATE LOSS OF TIME IN WORKING DAYS, CLASSIFIED BY PROVINCES.

	1901-05.	1906-10.	1911.	1912.	Total.
Nova Scotia	156,703	1,058,768	193,230	1,790	1,410,491
Prince Edward Island	819	.....	.....	.....	819
New Brunswick	45,993	53,910	406	13,274	113,583
Quebec	382,275	459,080	42,270	181,926	1,065,551
Ontario	715,257	513,206	77,243	270,589	1,576,295
Manitoba	34,340	108,695	1,165	28,450	172,650
Saskatchewan	.....	12,268	.....	11,116	23,384
Alberta	18,182	201,162	8,545	76,837	304,726
British Columbia	788,230	151,385	312,791	490,726	1,743,132
Interprovincial	320,200	722,050	1,411,000	24,500	2,477,750
Total	2,461,999	3,280,524	2,046,650	1,099,208	8,888,381

TIME LOSSES BY INDUSTRIES.

The approximate Time Losses to each industry are represented in working days as follows:—

Industry.	1901-05.	1906-10.	1911.	1912.	Total.
Fishing	189,600	8,488	.....	5,400	203,488
Lumbering	9,490	61,587	.....	4,270	75,347
Mining	647,172	1,510,307	1,592,800	89,168	3,839,447
Building	610,586	474,028	286,804	114,324	1,485,642
Metal	208,953	218,961	32,633	32,525	493,072
Woodworking	60,813	14,472	557	.....	75,842
Printing and allied	9,590	4,119	.....	3,702	17,411
Textile	42,751	236,783	18,123	1,166	298,823
Clothing	196,797	105,531	11,770	306,107	620,205
Food and Tobacco	16,201	15,761	373	2,382	34,717
Leather	3,596	13,434	300	.....	17,330
General Transport	411,778	573,396	85,493	82,998	1,153,665
Unskilled labour	18,619	19,402	6,330	499,238	443,589
Miscellaneous	36,053	24,255	11,467	8,028	79,803
Total	2,461,999	3,280,524	2,046,650	1,099,208	8,888,381

TIME LOSSES BY CAUSES.

The following summary statement shows approximately the losses in working days debited to each cause:—

	1901-05.	1906-10.	1911.	1912.	Total.
For increase in wages	1,195,336	562,793	88,340	474,931	2,321,400
Against reduction in wages	42,748	250,526	32,590	60,460	386,324
For shorter hours	84,921	92,537	422	8,511	187,381
For increase in wages and decrease in hours	177,473	154,277	10,245	193,445	535,440
For recognition of union	423,425	876,698	190,000	1,780	1,491,903
Against employment of non-unionists	28,141	140,979	2,295	3,210	174,625
For increase in wages and other changes	38,696	387,109	1,414,280	145,033	1,985,118
Against discharge of employees	126,140	38,111	280	157,690	322,221
Sympathethic disputes	37,688	37,524	243,476	3,328	322,016
Against employment of particular persons	2,307	31,431	2,483	6,905	43,126
Unclassified	305,124	707,549	62,239	43,915	1,118,827
Total	2,461,999	3,280,524	2,046,650	1,099,208	8,888,381

IX.—STRIKES AND LOCKOUTS IN CANADA DURING 1913, WITH COMPARATIVE STATISTICS FOR THE YEARS 1901 TO 1913, INCLUSIVE.

During the calendar year 1913 the Department of Labour received reports of 113 trade disputes in Canada, a decrease of 37 compared with 1912, an increase of 14 as compared with 1911, and 29 more than in 1910.

The most serious dispute during the year was that of coal miners on Vancouver Island, which affected over 3,000 employees and occasioned a loss during the year of approximately 558,000 working days. This dispute arose in a cessation of work which occurred during September, 1912, in the Cumberland and Extension mines operated by the Canadian Collieries, Limited, the number of men idle at its commencement being about 1,700. In May, 1913, the trouble spread to mines at Nanaimo, South Wellington and Jinglepot. No agreement was arrived at between the operating companies and their employees until August, when the Vancouver-Nanaimo Coal Company, Jinglepot, came to an agreement with its employees, numbering between 200 and 250 men. The dispute in other respects remained unsettled at the end of the year 1913, when it was estimated that about 1,000 former employees were idle at various points. Since this dispute is mentioned somewhat fully in the remarks introductory to the report, it is not here further discussed.

As the result of a lockout during June on the part of mill owners, following a demand for increased wages made by raftsmen, pondsmen and pilers, all the sawmills in St. John, N.B., were idle during the summer months. The owners refused to grant the increase and closed down the mills. There were involved in the dispute 11 firms and upwards of 1,500 men were thrown out of work, although only 150 were directly concerned in the demand for higher wages. None of the mills were sawing until September, when one or two resumed work. At the end of September operations were generally resumed, the men returning to work at the former rate of wages.

MAGNITUDE OF TRADE DISPUTES.

There were approximately 39,536 employees involved directly and indirectly in trade disputes during 1913. Of the total number of disputes in existence during 1913, three affected more than 2,500 employees, six involved between 1,000 and 2,500 employees, and eleven affected between 500 and 1,000. Twenty-three disputes affected between 250 and 500 employees, while seventy affected less than 250 employees. A table is appended showing the classification according to magnitude, with reference to the number of employees concerned, of the disputes in existence in Canada during 1913:—

STRIKES AND LOCKOUTS IN CANADA, 1913.—CLASSIFIED ACCORDING TO MAGNITUDE.
(NUMBER OF EMPLOYEES)

Limits of Groups	No. of Disputes	No. of Establishments concerned.	No. of Employees affected.	Approximate time losses in working Days.
2,500 and under 5,000 employees	3	268	10,500	613,520
1,000 and under 2,500 employees	6	73	10,250	231,800
500 and under 1,000 employees	11	184	6,607	200,986
250 and under 500 employees	23	189	7,335	134,804
100 and under 250 employees	18	143	2,720	46,540
50 and under 100 employees	18	82	1,276	37,526
25 and under 50 employees	16	52	604	20,001
Under 25 employees	18	24	244	3,501
Total	113	1,015	39,536	1,287,678

With reference to the magnitude of disputes, considered in the light of time losses, there were two disputes causing a loss of more than 100,000 working days; one of these was still unsettled at the end of the year. Three disputes each caused a loss of between 50,000 and 100,000 working days. Sixty-one disputes were each responsible for a loss of between 500 and 5,000 working days; twenty-two disputes were each accountable for a loss of less than 250 days. Two disputes, the time losses caused by which had amounted to 54,670 at the end of the year, were unsettled at that time. The following table shows the magnitude of disputes during 1913, with particular reference to the number of working days lost.

STRIKES AND LOCKOUTS IN CANADA, 1913.—CLASSIFIED ACCORDING TO MAGNITUDE
(TIME LOSSES)

Limits of Groups.	No. of Disputes	No. of Establishments concerned.	No. of Employees affected.	Approximate time losses in working days.
100,000 days and upwards	2	15	5,050	722,850
50,000 days and under 100,000 days	3	35	1,600	151,400
25,000 days and under 50,000 days	1	1	500	13,500
15,000 days and under 25,000 days	7	400	6,936	128,835
10,000 days and under 15,000 days	3	39	2,480	36,120
5,000 days and under 10,000	12	123	4,058	78,599
2,500 days and under 5,000 days	11	95	4,680	39,162
1,500 days and under 2,500 days	30	184	6,412	47,538
500 days and under 1,000 days	14	66	1,988	10 338
250 days and under 500 days	6	11	297	2,027
100 days and under 250 days	15	22	417	2,230
Under 100 days	7	7	118	411
Unsettled at end of year	2	17	5,000	54,670
Total	113	1,015	39,536	1,287,678

TIME LOSSES IN WORKING DAYS.

The loss of time to employees through trade disputes in 1913 amounted approximately to 1,287,678 working days. This is an increase over the time losses of 1912, when approximately 1,099,208 working days were lost. A feature of the time losses of 1913 is the fact that less than one-half (612,478), were the result of disputes which commenced during that year.

NUMBER OF DISPUTES ACCORDING TO INDUSTRIES AFFECTED.

Of the 113 disputes in existence during 1913, more than one-half affected employees in the building and metal trades. Conditions in this respect were similar to those prevailing in 1912, when out of a total of 150 disputes in existence eighty-one involved employees of these two industries. It is worthy of note, however, that these trades were accountable for a small percentage of time losses during 1913. The thirty-one disputes in the building trades resulted in a loss of 105,510 days, and the twenty-nine in the metal trades were responsible for a loss of only 79,479 working days. During the previous year the number of working days lost in the building trades amounted to 114,224. The metal trades, however, were more adversely affected during 1913 from the viewpoint of time losses than during the previous year. The outstanding feature of the strike situation during 1913 was the influence of the unrest in the mining industry in regard to the number of working days lost. There were six separate disputes among miners which accounted for time losses to the number of 677,926, more than half of the total time losses. Next in importance, from the viewpoint of time losses, were the lumbering and clothing industries, with 137,300 and 107,052 working days lost respectively. Comparatively little time was lost as a result of trade disputes affecting members of any other special industry. The following table shows the number of trade disputes in the various industries and trades during the year 1913, together with the number of establishments concerned, the number of employees affected and the approximate time losses in working days.

STRIKES AND LOCKOUTS IN CANADA, 1913.—CLASSIFIED BY INDUSTRIES.

Class of industry.	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.
Fishing	3	59	3,100	49,600
Lumbering	3	18	2,000	137,300
Mining	6	10	4,581	702,726
Building	31	661	7,312	105,510
Metal	29	109	4,084	79,479
Wood working	3	47	550	30,020
Textile	3	3	1,379	7,351
Clothing	10	56	9,726	107,052
Food and tobacco preparation	4	16	750	14,420
General transport	8	11	1,917	23,988
Unskilled labour	7	7	3,541	20,382
Miscellaneous	5	18	596	9,850
Total	113	1,015	39,536	1,287,678

DISPUTES BY LOCALITIES AFFECTED.

Nearly half the disputes (51) of the year occurred in Ontario; eighteen occurred in Quebec, and fifteen in British Columbia. Here, again, the influence of the coal miners' dispute on Vancouver Island is seen, inasmuch as the fifteen strikes and lockouts in British Columbia resulted in time losses of 756,202 days, while the fifty-one Ontario disputes were responsible for a loss of only 219,608 days. A considerable amount of time was lost in New Brunswick through the eight disputes in that province, a strike of mill hands in St. John being largely accountable for this. The following table shows the number of strikes and lockouts in Canada during 1913 classified by provinces:—

STRIKES AND LOCKOUTS IN CANADA, 1913.—CLASSIFIED BY PROVINCES.

Province.	No. of disputes.	No. of Establishments concerned.	No. of Employees affected.	Approximate time losses in working Days.
Nova Scotia	4	56	1,015	18,324
Prince Edward Island	1	1	18	36
New Brunswick	8	33	2,362	154,136
Quebec	18	63	9,293	85,751
Ontario	51	519	14,093	219,608
Manitoba	5	118	1,138	23,501
Saskatchewan	4	36	188	3,569
Alberta	6	107	1,369	13,051
British Colombia	15	81	9,560	756,202
Interprovincial	1	1	500	13,500
Total	113	1,015	39,536	1,287,678

CAUSES OF DISPUTES.

As in 1912, by far the greatest number of disputes of the year occurred by reason of differences between employers and employees on the wage question. Out of the 113 disputes in existence, seventy-eight involved some phase of the wage question. Fifty-six of these were the result of the refusal of the employers to grant an increase demanded by the men, eight were occasioned by the refusal of the employees to accept a reduction of wages, and four were caused by the employees presenting a demand for higher wages and other concessions. In ten disputes the strikers demanded a reduction in working hours, as well as an increase in wages. These disputes resulted in total time losses of more than 537,000 days. The largest number of time losses, however, were those caused by disputes involving the union question. This was chiefly due to the effect of the Vancouver Island coal miners' strike, which was primarily the outcome of alleged discrimination on the part of the operators against some of their employees, but which afterwards took the form of a dispute to enforce the demand of the men for recognition of the union. Seven disputes were the result of the demands on the part of the men for shorter hours, while four were caused by the dismissal of employees. Two sympathetic disputes occurred during the year. The table following shows the number of strikes and lockouts during 1913, classified by causes, and shows the number of establishments concerned, number of employees affected, and the approximate time losses.

STRIKES AND LOCKOUTS IN CANADA, 1913.—CLASSIFIED BY CAUSES.

Cause or Object	No. of disputes.	No. of Establishments concerned.	No. of Employees affected.	Approximate time losses in working days.
For increase in wages	56	735	18,792	378,917
Against reduction of wages	8	73	5,685	94,300
For shorter hours	7	21	950	13,656
For increase in wages and shorter hours	10	93	2,419	54,704
For recognition of union	8	25	4,347	684,706
Against employment of non-unionists	1	14	4,000	7,520
For increase in wages and other changes	4	19	1,000	9,350
Against discharge of employees	4	5	365	11,925
Sympathetic	2	2	205	3,550
Against employment of particular persons	1	1	290	6,670
Unclassified	12	27	1,483	22,380
Total	113	1,015	39,536	1,287,678

METHODS OF SETTLEMENT.

By far the largest number (54) of disputes in the case of which a termination was effected were settled through negotiations between the parties concerned, generally through a meeting of representatives of either side. A considerable number (23) ended by work being resumed on the employers' terms, no negotiations having been in progress. The strikers' places were filled in the case of eight disputes, while six strikes terminated partly by resumption of work and partly by the replacement of the strikers with new hands. The settlement of four disputes was the direct outcome of mediation, and in one case the strikers returned to work pending an investigation. In two cases the strikers obtained work elsewhere, in two others a settlement was effected through the employers individually coming to an agreement with their employees. The following table shows the number of strikes in Canada, classified according to the methods of settlement:—

METHODS OF SETTLEMENT OF DISPUTES.—1913.

Method	No. of disputes.	No. of Establishments concerned.	No. of Employees affected.	Approximate time losses in working days.
Mediation	4	4	1,255	8,564
Negotiations between parties concerned	54	826	18,008	296,381
Replacement of strikers	8	8	663	7,414
Work resumed on employers' terms without negotiations	23	102	9,132	297,356
Partly by resumption of work; partly by replacement of strikers	6	12	1,278	17,496
Work resumed pending investigation	1	1	40	280
Strikers obtained work elsewhere	2	6	43	391
Unclassified, indefinite, unsettled or not reported	15	56	9,117	659,796
Totals	113	1,015	39,536	1,287,678

RESULTS OF DISPUTES.

The excess of disputes ending in favour of the employers over those in favour of the employees was about the same as during the previous year. Out of the 113 disputes of 1913, forty-seven ended in favour of the employers, thirty-three being successful. A compromise was effected in twenty-five disputes, while eight were either unsettled at the end of the yar, or their results were indefinite, or not reported to the Department. The disputes in which the employees were completely successful resulted in a loss of 109,172 working days (8.5 per cent.); those which resulted in a victory for the employers were accountable for a loss of 350,050 working days (27.2 per cent.) In the twenty-five disputes where a compromise was effected 163,065 working days were lost (or 12.7 per cent. of the total time losses). About fifty-two per cent. of the time losses were occasioned by disputes which were either indefinite, unsettled or not reported. This large number is due to the influence of the coal miners' strike on Vancouver Island, which was unsettled at the end of the year. The following table presents an analysis of the principal causes of the trade disputes which were in existence in Canada during 1913, classified according to their results:—

	In favour of employees				In favour of employers				Compromise				Indefinite, unsettled, or not reported.				Total			
	No. of disputes.	No. of firms involved.	No. of employees affected.	Approximate No. of working days lost.	No. of disputes.	No. of firms involved.	No. of employees affected.	Approximate No. of working days lost.	No. of disputes.	No. of firms involved.	No. of employees affected.	Approximate No. of working days lost.	No. of disputes.	No. of firms involved.	No. of employees affected.	Approximate No. of working days lost.	No. of disputes.	No. of firms involved.	No. of employees affected.	Approximate No. of working days lost.
For increase in wages	17	420	9,840	80,747	21	87	5,090	178,914	15	214	3,485	108,135	3	14	377	11,121	56	735	18,792	378,917
Against reduction in wages	1	16	115	2,850	5	53	4,460	13,300	..	..	..	..	2	4	1,110	48,150	8	73	5,685	94,300
For shorter hours	1	8	10	120	3	9	762	10,326	3	4	178	3,210	..	..	..	..	7	21	950	13,656
For increased wages and shorter hours	5	29	1,084	16,239	2	5	645	1,965	3	59	690	36,500	..	..	..	..	10	93	2,419	54,704
For recognition of union	2	13	190	2,700	5	8	657	94,006	..	..	..	..	1	4	3,500	588,000	8	25	4,347	684,706
Against employment of non-unionists	..	..	..	..	..	..	..	..	..	..	..	..	1	14	4,000	7,520	1	14	4,000	7,520
For increased wages and other changes	1	1	200	1,400	1	1	400	2,400	2	17	400	5,550	..	..	..	..	4	19	1,000	9,350
Against discharge of employees	..	..	..	..	3	3	165	1,325	..	..	..	..	1	2	200	10,600	4	5	365	11,925
Sympathetic	1	1	55	550	..	..	..	..	1	1	150	3,000	..	..	..	..	2	2	205	3,550
Against employment of particular persons	..	..	..	..	..	..	..	..	1	1	290	6,670	..	..	..	..	1	1	290	6,670
Unclassified	5	6	652	4,566	7	21	831	17,814	..	..	..	..	..	..	..	..	12	27	1,483	22,380
Total	33	494	12,146	109,172	47	187	13,010	350,050	25	296	5,193	163,065	8	38	9,187	664,391	113	1,015	39,536	1,287,678

STATISTICAL TABLES RELATING TO TRADE DISPUTES.

Tables follow containing statistics of strikes and lockouts which were in existence in Canada during 1913 and during the previous twelve years.

The following table contains a list of all the strikes and lockouts involving six or more employees, which were in existence in Canada during 1913, arranged according to industries and trades. In each instance are shown the occupation of the workpeople concerned, the locality in which the dispute occurred, the principal cause, method of settlement and result, dates of commencement and termination, approximate number of establishments and employees affected, and the approximate time losses in working days:—

DETAILED LIST OF TRADE DISPUTES IN EXISTENCE IN CANADA DURING 1913.

Occupation.	Locality.	Alleged Cause or Object.	Method of Settlement.	Result.	Date of Commencement.	Date of Termination.	No. Establishments concerned.	No. Employees affected.	Approximate Time Losses in Working Days.
Fishing—									
Halibut fishermen	Vancouver and New Westminster, B.C.	For higher wages	Negotiations between parties	Compromise	Nov 1-12	Mar. 29	9	600	45,600
Salmon fishermen	Fraser River, B.C.	Against reduction of wages	Strikers returned to work	In favour of employers	Aug. 3	Aug. 5	25	2,000	4,000
					Total		34	2,600	49,600
Lumbering—									
Scowmen	St. John, N. B.	For higher wages	Negotiations between parties	In favour of employees	Dec 30-12	Jan. 8		200	1,200
Lumber Shippers	Miramichi, N.B.	For higher wages	Negotiations between parties	Strikers partly successful	Apr. 29	May 7	7	250	1,250
Mill Hands	St. John, N. B.	Lockout following demand for higher wages	Strikers returned to work	In favour of employers	June 13	Sept. 30	11	1,550	134,850
					Total		18	2,000	137,300
Mining—									
Coal miners	Vancouver Island, B.C.	Alleged discrimination against employees; later for recognition of the union.	Unsettled at end of year		Sept 17-12		4	3,500	588,000
Coal Miners	Taber, Alta.	Company objected to men forming union.	Negotiations between parties	In favour of employees	Oct. 15	Nov. 15	1	37	1,036
Gold Miners	Porcupine, Ont.	Against reduction of wages	Strike called off by Union	In favour of employers	Nov 15-12	June 14	25	500	24,800
Silver miners	Cobalt, Ont.	Against discharge of employees	Strikers returned to work	In favour of employers	Mar. 22	Apr. 3	1	100	900
Metal Miners	Sheep Creek & Salmo, B.C.	For higher wages	"Open shop" declared; operations ceased for a time.	Indefinite	Feb. 22		2	44	5,990
Quartz miners	Britannia Beach, B.C.	For recognition of union	Strike called off by union	In favour of employers	Feb. 19	Aug. 27	1	500	81,000
Asbestos miners	Black Lake, Que.	For higher wages	Strikers returned to work	In favour of employers	Apr. 16	Apr. 18	1	400	1,000
					Total		35	5,081	702,726

Building Trades—											
Bricklayers and Masons.	Regina, Sask...	Dispute over classification of work.	Work completed	In favour of employer	June	12	June	22	1	10	100
Bricklayers and masons.	Calgary, Alta..	For higher wages	Negotiations between parties	In favour of employees	July	15	Aug.	2	41	772	1,700
Plasterers	Ottawa, Ont..	For higher wages and shorter hours	Negotiations between parties	Compromise	Aug.	1	Sept.	16	14	40	750
Plasterers' Labourers.	Toronto, Ont...	For higher wages	Negotiations between parties	Compromise	May	1	May	26	30	300	6,900
Carpenters	Sydney, N.S..	For shorter hours	Negotiations between parties	Compromise	May	1	May	28	2	61	1,464
Carpenters	Halifax, N.S.	For higher wages	Negotiations between parties	Strikers partly successful	Apr.	1	May	12	50	240	8,400
Carpenters	St. John, N.B...	For shorter hours	Strikers returned to work	In favour of employers	May	1	May	5	1	12	36
Carpenters	Quebec, Que...	For higher wages	Strikers obtained work elsewhere	In favour of employer	May	26	May	31	1	10	60
Carpenters and Ship Caulkers.	Montreal, Que..	For higher wages	Strikers returned to work	In favour of employers	Apr.	16	Apr.	26	1	20	140
Carpenters	Montreal, Que.	For higher wages	Strikers' places filled	In favour of employers	July	21	July	31	1	100	900
Carpenters	Toronto, Ont...	For higher wages	Negotiations between parties	Strikers generally successful.	June	2	June	7	250	3,000	18,000
Carpenters	Welland, Ont...	For recognition of Union	Some strikers returned to work; others secured employment elsewhere.	In favour of employers	June	2	June	10	1	50	250
Carpenters	Brandon, Man	For higher wages	Strikers' places filled	In favour of employer	Feb.	10	Feb.	20	1	30	270
Painters	Montreal, Que.	For higher wages	Negotiations between parties	In favour of employees	Apr.	15	Apr.	17	25	300	600
Painters	Hamilton, Ont.	For higher wages	Negotiations between parties	In favour of employers	Apr.	1	May	1	20	100	2,000
Painters	Winnipeg, Man	For higher wages	Negotiations between parties	Compromise	Apr.	1	Apr.	28	100	750	17,250
Painters	Victoria, B.C...	For higher wages	Negotiations between parties	Compromise	Mar.	1	July	11	5	65	7,420
Plumbers	St. Catharines, Ont.	For higher wages	Negotiations between parties	Compromise	Feb.	1	Mar.	27	8	10	1,880
Plumbers	Welland, Ont.	For higher wages	Not reported	In favour of employees	Aug.	1	Aug.			16	100
Plumbers	Moosejaw, Sask	For higher wages	Negotiations between parties	Compromise	May	10	June	15	5	15	1,350
Plumbers	Saskatoon, Sask	For higher wages	Negotiations between parties	In favour of employers	June	2	July	5	28	98	1,944
Plumbers	Medicine Hat, Alta.	For higher wages and shorter hours	Strikers returned to work	In favour of employers	Apr.	1	Apr.	21	4	45	765
Plumbers	Calgary, Alta...	For higher wages	Negotiations between parties	Compromise	June	2	July	7	30	250	1,900
Purchers	Victoria, B.C..	Dispute re number of apprentices to be employed	Strike called off by union	In favour of employers	Dec.	12	Jan.	7	15	120	600
Stone Cutters	St. John, N.B...	For higher wages and shorter hours	Negotiations between parties	In favour of employees	July	10	July	22	1	10	100
Granite Cutters	Vancouver, B.C	For higher wages	Negotiations between parties	In favour of employees	Aug.	1	Aug.	27	7	80	1,760
Granite Cutters	Victoria, B.C..	Sympathetic	Increase granted to Vancouver strikers.	In favour of employees	Aug.	15	Aug.	27	1	55	550
Structural Iron Workers.	Toronto, Ont.	For higher wages and shorter hours	Negotiations between parties	Compromise	May	1	July		5	250	19,750
Tile layers	Winnipeg, Man.	For higher wages	Men obtained higher rate with other contractors.	Indefinite	Apr.	11	Apr.		3	53	331
Builders' Labourers	Quebec, Que...	For higher wages	Strikers' places filled	In favour of employers	July	19	July	23	1	110	110
Building trades	Nelson, B.C....	For higher wages	Negotiations between parties	Indefinite	May	1	May	18	7	300	4,800
					Total				661	7,222	105,510

DETAILED LIST OF TRADE DISPUTES IN EXISTENCE IN CANADA DURING 1913.

Occupation.	Locality.	Alleged Cause or Object.	Method of Settlement.	Result.	Date of Commencement.	Date of Termination.	No. Establishments concerned.	No. Employees affected.	Approximate Time Losses in Working Days.
Metal—									
Iron Moulders	Sackville, N.B.	For higher wages	Negotiations between parties	Compromise	June 2	Aug. 7	2	260	15,080
Iron Moulders	Montreal, Que.	For shorter hours	Two firms granted demands; employees of others returned to work	Strikers partly successful	Aug. 4	Sept. 17	7	250	8,590
Iron Moulders	Toronto, Ont.	For higher wages	Negotiations between parties	Compromise	May 5	May 7	12	370	740
Iron Moulders	St. Catharines, Ont.	For higher wages	Not reported	Increase granted	June 25	July 9	2	34	306
Iron Moulders	Hamilton, Ont.	For higher wages	Strike called off by union	In favour of employers	Mar. 26	Aug. 25	3	276	18,955
Iron Moulders	Brantford, Ont.	Firms refused to lay aside contract for Hamilton firm.	Negotiations between parties	In favour of employees	June 2	July 2	2	36	810
Iron Moulders	Guelph, Ont.	For higher wages	One firm granted increase. The other closed moulding shop.	Strikers partly successful	May 19	Sept.	2	25	2,040
Iron Moulders	Galt, Ont.	Men refused to do work on material for Hamilton firm whose employees were on strike.	Strike called off when Hamilton dispute ended.	In favour of employees	May 7	Aug. 25	1	11	1,034
Iron Moulders	Galt, Ont.	For higher wages	Negotiations between parties	In favour of employees	May 17	Sept. 30	1	39	3,736
Iron Moulders	Sault Ste Marie, Ont.	Lockout. Men refused to work on Sunday and claimed reduction of overtime rate.	Some returned to work, others secured employment elsewhere.	In favour of employers	Nov 11-12	Jan. 29	1	60	1,500
Iron Moulders	Owen Sound, Ont.	Refusal to employ members of Union.	Men severed connection with union and resumed work.	In favour of employer	Apr. 4	Apr. 14	1	17	136
Coremakers	Hamilton, Ont.	Discharge of employee	Strikers returned to work	In favour of employer	Feb. 27	Mar. 6	1	50	350
Foundrymen	St Catharines, Ont.	For re-arrangement of pay day	Negotiations between parties	In favour of employees	May 1	May 2	1	550	1,650
Machinists	Ottawa, Ont.	Higher wages and shorter hours	Men returned to work pending investigation.	Strikers partly successful	Jan. 2	Jan. 9	1	40	280
Machinists, blacksmiths, etc.	Ottawa, Ont.	For shorter hours	Conferences arranged by Department of Labour.	Compromise	Feb. 13	Feb. 24	1	96	864
Electrical workers	Toronto, Ont.	For higher wages	Negotiations between parties	Part increase granted, further increase given after arbitration.	May 29	May 31	1	300	600
Electrical workers	Hamilton, Ont.	For higher wages	Negotiations between parties	Compromise	Apr. 1	Apr 10	1	20	180
Electrical workers	Hamilton, Ont.	For higher wages	Negotiations between parties	Compromise	Apr. 20	May 5	1	10	160
Electrical workers	Hamilton, Ont.	For higher wages	Negotiations between parties	Compromise	May 1	May 9	5	125	1,200
Electrical workers	Brantford, Ont.	For weekly payment of wages	Men returned to work	In favour of employers	May 30	June 3	1	58	174
Electrical workers	Regina, Sask.	For higher wages	Negotiations between parties	Increase granted	May 26	May 30	2	35	175
Electrical workers	Edmonton, Alta.	For higher wages & other changes	Negotiations between parties	Compromise	July 7	July 19	15	150	1,800

Metal—Con											
Electrical workers	Vancouver and Victoria, B.C.	For higher wages and other changes.	Conferences between parties	Some demands granted	Mar.	15	Mar.	22	1	200	1,400
Linemen	Toronto, Ont.	For higher wages, shorter hours & recognition of union.	Conferences between parties	Compromise	May	8	May	23	2	250	3,750
Boilermakers	Toronto, Ont.	For higher wages and shorter hours	Negotiations between parties	Strikers partly successful	June	4	July	10	6	430	7,119
Boilermakers and Iron Shipbuilders	Esquimalt, B.C.	For higher wages	Negotiations	Compromise	Apr.	23	May	12	1	175	2,800
Sheet Metal workers.	Edmonton, Alta	Against reduction of wages	Conference between parties	Men partly successful	Jan.	15	Mar.	1	16	115	2,850
Horseshoers	Toronto, Ont.	For higher wages and shorter hours	Employers individually signed agreements.	In favour of employees	June	16	July	30	18	90	1,080
Wiredrawers	Hamilton, Ont.	For higher wages	Some returned to work, others' places filled.	In favour of employers	Apr.	15	Apr.	26	1	12	120
					Total				109	4,084	79,479
Woodworking—											
Woodworkers	St. John, N.B.	For higher wages	Strikers returned to work	In favour of employers	May	1	May	31	3	70	1,500
Photo engravers	Toronto, Ont.	For recognition of union	Negotiations between parties	In favour of employers	Jan	27	Sept.	23	4	80	12,520
Cabinet Makers	Toronto, Ont.	For higher wages and shorter hours	Negotiations between parties	Compromise	May	1	July	26	40	400	16,000
					Total				47	550	30,020
Textile—											
Textile workers	Montmorency, Que.	For higher wages	Mediation	In favour of employers	Mar.	7	Mar.	12	1	459	2,200
Textile workers	Montreal, Que.	For higher wages	Some returned to work, places of others filled.	In favour of employers	May	10	May	17	1	821	4,926
Twine & Cordage workers.	Doon, Ont.	For higher wages	Strikers returned to work	In favour of employers	Feb.	20	Feb.	25	1	99	225
					Total				3	1,379	7,351
Clothing—											
Tailors	Winnipeg, Man	For higher wages	Negotiations between parties	Part increase granted	Apr.	1	Apr.	22		175	3,150
Garment workers	Montreal, Que.	Dismissal of employees	Strikers returned to work	In favour of employer	Aug.	11	Aug.	16	1	15	75
Garment workers	Montreal, Que.	Against reduction of wages	Unsettled at end of year		Sept.	19			3	1,000	47,150
Garment workers	Toronto, Ont.	Alleged discrimination against unionists.	Co. promised to allow no discrimination by contractor.	In favour of employees	Feb.	10	Feb.	15	1	40	200
Garment workers	Toronto, Ont.	For higher wages	Negotiations between parties	Increase granted	Mar.	18	Mar.	24	33	2,200	13,000
Garment workers	Toronto, Ont.	Dismissal of employees and alleged discrimination against unionists	Negotiations between parties		Apr.	15	June	17	2	200	10,600
Garment workers	Hamilton, Ont	For higher wages	Negotiations between parties	Part increase granted	Apr	15	Apr	28		2,000	23,800

DETAILED LIST OF TRADE DISPUTES IN EXISTENCE IN CANADA DURING 1913.

Occupation.	Locality.	Alleged Cause or Object.	Method of Settlement.	Result.	Date of Commencement.	Date of Termination.	No. Establishments concerned.	No. Employees affected.	Approximate Time Losses in Working Days.
Clothing—Con.									
Garment workers	Vancouver, B.C	For shorter hours	Negotiations between parties	Compromise	Aug. 9	Sept. 29	1	21	882
Shoe machine workers.	Quebec, Que.	Refusal to work with non-unionists and to sign agreement	Unsettled at end of year		Dec. 19		14	4,000	7,520
Boot and Shoe workers.	Toronto, Ont.	For higher wages	Negotiations between parties	Compromise	Apr. 25	May 6	1	75	675
					Total		56	9,726	107,052
Food and Tobacco preparation.—									
Bakers	Winnipeg, Man.	For recognition of union and other changes.	Negotiations between parties	Strikers generally successful	May 1	June 30	12	150	2,500
Cigarmakers	Montreal, Que.	For dismissal of foreman and better working conditions	Negotiations between parties	Compromise	Oct. 27	Nov. 22	1	290	6,670
Cigarmakers	Toronto, Ont.	Sympathetic	Montreal dispute ended	Compromise	Oct. 30	Nov. 22	1	150	3,000
Cigarmakers	London, Ont.	For supervision of engagement of new employees.	Strikers returned to work	In favour of employer	Jan. 27	Feb. 26	1	50	1,250
Cigarmakers	Montreal, Que.	Against reduction of wages	Unsettled at end of year		Dec. 13		1	110	1,000
					Total		16	750	14,420
General Transport—									
Freight Clerks, etc.	C. P. R.	Refusal of company to consider application for rules and rates of pay.	Men ordered by Union to return to work.	In favour of employers	Nov 4-12	Feb. 1	1	500	13,500
Sectionmen	St. Thomas, Ont	Against reduction of wages	Mediation	In favour of employers	July 3	July 15	1	400	4,000
Steamboat firemen	Charlottetown, P.E.I.	For rearrangements of shifts	Investigation by officers of Marine Department.	Some were conceded demands; places of others filled.	Jan. 3	Jan. 5	1	18	36
Street Railway Employees.	Halifax, N.S.	For higher wages	Negotiations between parties	Part increase granted	May 16	May 20	1	200	800

General Transport—Con.											
Street Railway Employees	Port Arthur & Fort William, Ont.	For reinstatements of discharged employee.	Some strikers returned to work; others secured employment elsewhere.	In favour of employers	May	10	June	10	1	85	2,110
Teamsters	Montreal, Que.	For higher wages	Mediation	In favour of employers	Apr.	19	Apr.	24	1	300	1,500
Teamsters	Belleville, Ont.	For higher wages	Strikers' places filled	New men were given increase demanded.	Apr.	10	Apr.	14	1	14	42
Teamsters	Toronto, Ont.	For higher wages	Negotiations between parties	Compromise	Apr.	16	Apr.	21	4	400	2,000
				Total					11	1,917	23,988
Miscellaneous.—											
Barbers	St. John, N.B.	For shorter hours	Negotiations between parties	Demands granted	July	28	Aug.	8	8	10	120
Quarry workers	Hants Co., N.S.	For higher wages and shorter hours	Negotiations between parties	In favour of employees	Apr.	21	May	7	3	514	7,660
Theatre employees	Peterborough, Ont.	For recognition of union	Strikers' places filled	In favour of employers	Feb.	14	Feb.		1	10	100
Bill Posters	Montreal, Que.	Difference with management over amount paid by employees into union.	Strikers' places filled, higher wages and shorter hours granted later.	Strikers partly successful	Feb.	27	Apr.	30	1	8	80
Glass Workers	Toronto, Ont.	For higher wages	Employers individually granted demands.	In favour of employees	May	1	June	10	5	54	1,890
				Total					18	596	8,950
Unskilled.—											
Labourers	Quebec, Que.	For shorter hours	Negotiations between parties	In favour of employers	Apr.	28	May	2	1	500	1,700
Labourers	Montreal, Que.	For higher wages and shorter hours	Strikers returned to work	In favour of employers	Oct.	21	Oct.	23	1	600	1,200
Labourers	Peterborough, Ont.	For higher wages	Strikers' places filled	In favour of employers	Apr.	28	Apr.	30	1	41	82
Labourers	Hamilton, Ont.	For higher wages	Strikers returned to work	In favour of employers	Sept.	18	Sept.	21	1	250	500
Labourers	Port Arthur, Ont.	For higher wages	Strikers' places filled	In favour of employers	Apr.	14	May	9	1	250	5,500
Railway labourers	Penticton, B.C.	For higher wages and other changes.	Strikers returned to work	In favour of employers	May	3	May	10	1	400	2,400
Railway labourers	Between Newport & Lillooet, B.C.	Against reduction of wages	Strikers returned to work	In favour of employers	Nov.	5	Nov.	12	1	1,500	9,000
				Total					7	3,541	20,382

MAGNITUDE OF DISPUTES BY YEARS, 1901-13.

The following table shows the magnitude of trade disputes in Canada according to the number of employees involved during the years 1901 to 1913, inclusive:—

Number of Employees Affected.	Number of Disputes.													
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	Total
5,000 employees and upwards	2	....	2	....	....	....	....	2	....	....	2	1	....	9
2,500 and under 5,000 employees	1	....	3	....	....	1	2	....	2	2	....	3	3	17
1,000 and under 2,500 employees	3	1	5	5	4	5	10	2	2	3	4	6	6	56
500 and under 1,000 employees	5	3	11	3	4	6	8	3	4	6	5	5	11	74
250 and under 500 employees	6	11	17	8	5	10	11	9	9	9	10	15	23	143
100 and under 250 employees	9	19	27	15	20	24	27	13	17	14	22	34	18	259
50 and under 100 employees	16	21	18	12	17	25	25	13	8	15	21	30	18	239
25 and under 50 employees	23	29	29	22	18	36	30	8	15	16	14	35	16	291
Under 25 employees	31	36	32	30	21	30	32	17	12	15	14	19	18	307
Not reported	8	1	2	4	....	4	4	1	....	4	7	2	....	37
Total	104	121	146	99	89	141	149	68	69	84	99	150	113	1,432

The following table shows the magnitude of trade disputes in Canada according to the time losses involved during the years 1901 to 1913, inclusive:—

Time Losses in Working Days.	Number of Disputes.													
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	Total
100,000 and over	2	....	3	....	....	1	....	2	3	1	3	3	2	20
50,000 and under 100,000	1	....	1	2	1	....	3	....	....	....	....	1	3	12
25,000 and under 50,000	....	....	4	....	1	2	2	1	2	5	2	4	1	24
15,000 and under 25,000	3	1	6	....	....	1	2	....	1	3	1	3	7	28
10,000 and under 15,000	1	....	6	3	2	3	7	3	2	2	3	....	3	35
5,000 and under 10,000	1	3	9	7	6	5	12	6	9	9	9	5	12	93
2,500 and under 5,000	5	12	11	7	6	10	16	3	6	8	7	16	11	118
1,000 and under 2,500	8	15	20	7	9	19	17	12	12	9	10	34	30	202
500 and under 1,000	10	12	8	4	12	16	16	8	10	11	13	24	14	158
250 and under 500	9	8	11	16	8	18	23	11	6	12	13	22	6	163
100 and under 250	15	13	13	12	14	17	24	8	10	13	13	16	15	183
100 and less	22	25	17	21	15	25	14	13	8	6	15	16	7	204
Indefinite	27	32	37	20	15	24	13	1	....	5	10	6	2	192
Total	104	121	146	99	89	141	149	68	69	84	99	150	113	1,432

TABLE SHOWING NUMBER OF FIRMS AND EMPLOYEES AFFECTED AND TOTAL TIME LOSSES IN WORKING DAYS THROUGH DISPUTES COMMENCING DURING EACH MONTH OF 1913.

	No. of disputes.	No. of firms involved.	No. of employees affected.	Approximate time losses in working days.
January	5	23	303	16,936
February	10	17	908	90,959
March	6	44	3,300	43,875
April	25	233	6,841	91,841
May	25	143	4,921	81,585
June	11	351	5,808	184,439
July	7	68	1,552	9,060
August	8	56	2,477	16,707
September	2	4	1,250	47,650
October	4	4	1,077	11,906
November	1	1	1,500	9,000
December	2	15	4,100	8,520
Total	106	959	34,047	612,478

TABLE SHOWING NUMBER OF DISPUTES IN EXISTENCE DURING EACH MONTH OF 1913, TOGETHER WITH THE NUMBERS OF ESTABLISHMENTS AND EMPLOYEES AFFECTED AND THE TIME LOSSES IN WORKING-DAYS.

	No. of disputes.	No. of Establishments concerned.	No. of Employees affected.	Approximate time losses in working days.
January	12	75	2,783	59,366
February	16	73	2,553	42,880
March	15	96	5,222	68,285
April	33	275	8,430	112,446
May	41	252	11,515	188,193
June	29	429	11,175	180,287
July	26	165	8,571	180,137
August	20	134	9,130	155,044
September	11	46	5,586	108,174
October	7	12	4,387	86,035
November	7	12	3 987	68,091
December	5	21	4,970	32,740
Total	222	1,590	78,309	1,287,678

DISPUTES BY TRADE GROUPS, 1901-13.

The following table shows the number of disputes in the various groups of trades during each of the last thirteen years:—

Trade.	Number of Disputes.													
	1901.	1902.	1903.	1904.	1905.	1906.	1907.	1908.	1909.	1910.	1911.	1912.	1913.	Total.
Fishing	2	1	1	2	...	1	1	...	2	...	...	1	23	13
Lumbering	4	3	4	2	..	5	2	4	2	2	..	4	3	35
Mining and quarrying..	5	3	9	7	13	14	13	9	10	4	7	6	76	107
Building	14	31	44	30	24	29	44	12	13	25	29	52	31	378
Metal and shipbuilding.	20	28	16	17	14	23	23	9	5	15	18	29	29	246
Woodworking	6	7	15	3	2	6	3	1	2	2	2	..	3	52
Printing and allied	2	3	3	4	6	6	2	1	..	1	...	3	.	31
Textile	5	1	5	3	1	5	6	6	2	2	4	1	3	44
Clothing	10	8	11	11	11	9	17	8	11	11	13	19	10	149
Food and tobacco	10	10	6	11	4	8	2	1	2	8	3	2	5	72
Leather	1	3	4	1	...	3	5	..	2	1	1	...	...	21
General transport	11	10	15	2	5	16	17	7	7	7	12	14	8	131
Miscellaneous trades...	3	6	4	2	7	5	7	2	2	1	6	10	5	60
Unskilled labour	11	7	9	4	2	11	7	8	9	5	4	9	7	93
	104	121	146	99	89	141	149	68	69	84	99	150	113	1,432

DISPUTES BY PROVINCES, 1901 TO 1913

The following tables give by provinces the number of trade disputes which have occurred during the past thirteen years; also the number of employees affected and the time losses involved:

Province	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	Total
Number of Disputes														
Nova Scotia	5	9	6	9	7	11	10	3	6	4	2	4	4	80
Prince Edward Island	....	2	....	....	....	....	....	....	....	....	....	....	1	3
New Brunswick	3	7	3	2	5	9	8	6	2	1	3	7	8	64
Quebec	28	20	31	31	21	24	30	21	13	18	19	24	18	298
Ontario	54	66	79	46	31	63	73	27	26	34	41	67	51	658
Manitoba	3	8	2	4	11	9	6	1	6	7	8	7	5	77
Saskathewan	....	....	....	....	1	....	1	1	1	4	....	16	4	28
Alberta	....	1	4	1	2	12	6	3	6	6	12	14	6	73
British Columbia	10	8	21	4	10	13	13	5	8	7	12	10	15	136
Interprovincial	1	....	....	2	1	....	2	1	1	3	2	1	1	15
Total	104	121	146	99	89	141	149	68	69	84	99	150	113	1,432
Number of Employees Affected														
Nova Scotia	2,624	1,769	2,685	4,339	5,815	4,815	6,134	377	5,930	1,903	1,154	104	1,015	38,664
Prince Edward Island	....	47	....	....	....	....	....	....	....	....	....	....	18	65
New Brunswick	124	382	901	11	1,925	823	1,480	1,485	65	150	134	872	2,362	10,714
Quebec	5,749	3,338	15,744	3,555	2,130	5,218	7,579	9,982	2,295	7,237	6,745	6,810	9,293	85,675
Ontario	3,923	5,714	14,028	6,092	2,113	7,011	12,319	2,572	3,239	5,794	4,503	10,970	14,093	92,371
Manitoba	472	400	900	58	563	5,035	1,367	16	1,549	1,061	369	3,005	1,138	15,933
Saskatchewan	....	....	....	....	20	....	40	200	162	297	.	1,885	188	2,792
Alberta	....	90	183	28	400	1,491	678	569	873	730	1,668	3,345	1,369	11,424
British Columbia	10,194	524	15,600	1,199	3,157	1,657	3,102	2,092	719	1,008	8,221	12,520	9,560	69,553
Interprovincial	5,000	....	....	1,200	100	....	3,525	8,000	2,500	3,100	7,300	1,000	500	32,225
Total	28,086	12,264	50,041	16,482	16,223	26,050	36,224	25,293	17,332	21,280	30,094	40,511	39,536	359,416

DISPUTES BY PROVINCES 1901 TO 1913—*Concluded.*

Province	Time Losses in Working Days													
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	Total.
Nova Scotia	28,215	12,962	10,770	71,194	33,562	31,560	140,725	2,806	522,062	361,615	193,230	1,790	18,324	1,428,815
Prince Edward Island	..	819	..	....	....	....	....	....	....	....	....	..	36	855
New Brunswick	639	5,993	16,741	....	22,620	6,948	13,462	29,935	2,515	1,050	406	13,274	154,136	267,719
Quebec	29,818	19,655	235,076	53,183	44,543	58,498	76,326	166,869	51,883	105,504	42,270	181,926	85,751	1,151,302
Ontario	50,646	68,934	439,290	129,676	26,711	54,566	236,799	67,206	38,099	116,536	77,243	270,589	219,608	1,795,903
Manitoba	17,744	2,375	8,200	489	5,532	36,796	29,300	48	28,079	144,472	1,165	28,450	23,501	196,151
Saskatchewan	....	....	....	....	....	....	360	800	486	10,622	....	11,116	3,569	26,953
Alberta	..	1,080	3,990	112	13,000	127,709	2,556	8,599	48,416	13,882	8,545	76,837	13,051	317,777
British Columbia	190,249	9,122	512,433	5,150	71,276	43,720	59,584	8,022	18,605	21,454	312,791	490,726	756,202	2,499,334
Interprovincial	315,000		..	5,200	....	....	62,850	424,000	161,700	73,500	1,411,000	24,500	13,500	2,491,250
Total	632,311	120,940	1,226,500	265,004	217,244	359,797	621,962	708,285	871,845	718,635	2,046,650	1,099,208	1,287,678	10,176,059

TIME LOSSES IN INDUSTRIAL DISPUTES, 1901-13.

The following table shows the approximate loss of time in working days through trade disputes in each year from 1901 to 1913, inclusive:—

Year.	Approximate time losses in working days.
1901	632,311
1902	120,940
1903	1,226,500
1904	265,004
1905	217,244
1906	359,797
1907	621,962
1908	708,285
1909	871,845
1910	718,635
1911	2,046,650
1912	1,099,208
1913	1,287,678
Total	10,176,059

CAUSES OF TRADE DISPUTES, 1901-13.

In the following table comparison is shown of the principal causes of strikes and lockouts which have taken place in Canada during the last twelve years:—

Causes	Number of Disputes													
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	Total
For increase in wages	40	47	47	32	28	60	62	20	29	37	45	66	56	569
Against reduction in wages	12	7	5	6	8	..	3	17	6	6	6	5	8	89
For decrease in hours	1	5	8	4	6	13	12	4	3	..	3	7	7	73
For increase in wages and decrease in hours	12	20	24	10	5	6	11	4	2	6	3	22	10	135
Against employment of particular persons	8	2	6	7	3	6	4	1	1	8	5	8	1	60
For increase in wages and other changes	6	5	3	2	3	11	13	2	6	8	7	14	4	84
For recognition of union	1	4	13	3	3	3	2	..	4	1	1	3	8	46
Against employment of non-unionists	5	8	9	10	5	16	18	4	8	5	5	3	1	97
Against discharge of employees	5	7	6	9	8	10	10	6	3	2	2	6	4	78
Sympathetic	2	6	6	2	1	2	2	1	..	3	4	2	2	33
Unclassified	12	10	19	14	19	14	12	9	7	8	18	14	12	168
Total	104	121	146	99	89	141	149	68	69	84	99	150	113	1432

RESULTS OF TRADE DISPUTES, 1901-13.

The following table shows the results of trade disputes in Canada, which have been in existence from 1901 to 1913, inclusive:—

Results	Number of Disputes													
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	Total
In favour of employers	28	15	41	25	20	43	48	41	27	32	38	46	33	437
In favour of employees	42	57	55	40	36	49	40	14	13	28	23	57	47	501
Compromise	6	10	10	7	6	24	35	10	15	13	23	18	25	202
Indefinite, uncertain or unknown	28	39	40	27	27	25	26	3	14	11	15	29	8	292
Total	104	121	146	99	89	141	149	68	69	84	99	150	113	1,432

From the above it may be seen that the employers were successful in 437 disputes, while the employees were successful or partly successful in 501 disputes, and 202 resulted in compromises.

STRIKES AND LOCKOUTS IN CANADA, 1913.—CLASSIFIED BY INDUSTRIES AND DURATION.

	Five days or less				6-10 days				11-15 days				16-20 days				21-30 days				Over 30 days.				Indefinite				Total			
	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.
Fishing	1	25	2000	4000																	1	9	600	45600					2	34	2600	49600
Lumbering	1	7	250	1250	1		200	1200													1	11	1550	134850					3	18	2000	137300
Mining	1	1	400	1000	1	1	100	900									1	1	37	1036	4	32	4544	699790					7	35	5081	702726
Building Trades	3	27	422	1076	10	263	3318	20701					3	52	1117	7265	10	220	1659	42568	4	99	780	33800	1		16	100	31	661	7312	105510
Metal Trades	6	20	1589	22294	9	14	594	4830	3	33	515	8400	2	2	185	2960	2	8	466	7929	7	32	735	33060					29	109	4084	79479
Woodworking																	1	3	70	1500	2	44	480	28520					3	47	550	30020
Textile	2	2	585	2425	1	1	821	4926																					3	3	1379	7351
Clothing	3	35	2255	13275	1	1	75	675	1		2000	23800	1		175	3150					3	6	1221	58632	1	14	4000	7520	10	56	9726	107052
Food and Tobacco	1	1	50	1250									1	1	150	3000	1	1	290	6670	1	12	150	2500	1	1	110	1000	4	16	750	14420
General Transport	5	8	932	4378	1	1	400	4000									1	1	85	2110	1	1	500	13500					8	11	1917	23988
Unskilled	4	4	1391	3482	2	2	1900	11400									1	1	250	5500									7	7	3541	20382
Miscellaneous					1	1	10	100	2	11	524	7780									2	6	62	1970					5	18	596	9850
Total	27	130	9847	54430	27	284	7418	48738	6	44	3039	39980	7	55	1627	16375	17	235	2857	67313	26	252	10622	1052222	3	15	4126	8620	113	1015	39536	1287678

STRIKES AND LOCKOUTS IN CANADA, 1913.—CLASSIFIED BY CAUSES AND DURATION.

	Five days or less				6-10 days				11-15 days				16-20 days				21-30 days				Over 30 days.				Indefinite				Total			
	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.	No. of disputes.	No. of establishments concerned.	No. of Employees affected.	Approximate time losses in working days.
For increase in wages	17	96	6004	44109	13	270	4480	28308	1	..	2000	23800	5	50	1432	12610	10	207	1798	47504	9	12	3062	222486	1	..	16	100	56	735	18792	378917
Against reduction in wages	1	25	2000	4000	2	2	1900	13000	1	16	115	2850	..	..	..	..	..	..	..	..	3	29	1560	73450	1	1	110	1000	8	73	5685	94300
For shorter hours	2	2	512	1736	1	1	96	864	1	8	10	120	..	..	..	..	1	2	61	1464	2	8	271	9472	..	..	..	..	7	21	950	13656
For higher wages and shorter hours	1	1	600	1200	2	2	50	380	1	3	514	7660	1	4	45	765	1	6	430	7119	4	77	780	37580	..	..	..	..	10	93	2419	54704
For recognition of union	1	1	40	200	3	3	77	486	..	..	..	..	..	..	..	..	..	..	..	..	4	21	4230	684020	..	..	..	..	8	25	4347	684706
Against employment of non-unionists	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	14	4000	7520	1	14	4000	7520
For increase in wages and other changes	..	..	..	..	2	2	600	3800	2	17	400	5550	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	4	19	1000	9350
Against discharge of employees	1	1	15	75	2	2	150	1250	..	..	..	..	..	..	..	..	..	..	..	..	1	2	200	10600	..	..	..	..	4	5	365	11925
Sympathetic	..	..	..	..	1	1	55	550	..	..	..	..	1	1	150	3000	..	..	..	..	..	..	..	..	..	..	..	..	2	2	205	3550
Against employment of particular persons	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	1	290	6670	..	..	..	..	..	..	..	..	1	1	290	6670
Unclassified	4	4	676	3110	1	1	10	100	..	..	..	..	..	..	..	..	4	19	278	4556	3	3	519	14614	..	..	..	..	12	27	1483	22380
Total	27	130	9847	54430	27	284	7418	48738	6	44	3039	39980	7	55	1627	16375	17	235	2857	67313	26	252	10622	1052222	3	15	4126	8620	113	1015	39536	1287678

X.—INDUSTRIAL ACCIDENTS IN CANADA, 1913.

During the calendar year 1913, according to the record of industrial accidents maintained by the Department, 1,500 workers were killed or fatally injured, and 7,195 were seriously injured in the course of their employment. Tables I. and 11, show the number of fatal and non-fatal accidents occurring monthly during the year 1913. From Table I. it will be observed that the greatest number of fatal accidents occurred to employees of steam railways, while employees of mining and metalliferous works, railway construction and the various metal trades and industries, follow in the order named. Table II. shows the greatest number of non-fatal accidents to have occurred to workmen in the metal trades, followed in order by employees on steam railways, in mining and smelting, and in the building trades.

The record for 1913, which is the most complete obtained by the Department, is a result in large measure of the valuable assistance rendered by different branches of the Dominion and provincial governments, to whom acknowledgment is now gratefully made. The Operating Department of the Board of Railway Commissioners of Canada, the Department of Mines and the Office of Factories Inspector of Ontario, the Ontario Railway and Municipal Board and the Timiskaming & Northern Ontario Railway Commission, the Department of Mines of Nova Scotia, the Factories Inspector of New Brunswick, the Bureau of Mines of Quebec, the Provincial Building Inspector of Manitoba, the Bureau of Labour of Saskatchewan, the Department of Mines of Alberta, and the Departments of Mines and Public Works of British Columbia.

FATAL AND NON-FATAL ACCIDENTS IN CANADA BY TRADES 1904-1913.

Trades.	1904.		1905.		1906.		1907.		1908.		1909.		1910.		1911.		1912.		1913.	
	Fatal.	Non-Fatal.	Fatal.	Non-Fatal.	Fatal.	Non-Fatal.	Fatal.	Non-Fatal.	Fatal.	Non-Fatal.	Fatal.	Non-Fatal.	Fatal.	Non-Fatal.	Fatal.	Non-Fatal.	Fatal.	Non-Fatal.	Fatal.	Non-Fatal.
Agriculture	103	121	132	291	176	262	209	295	223	291	256	374	227	314	140	197	61	145	80	167
Fishing and hunting	16	1	13	1	15	3	17	4	37	1	34	7	33	3	24	2	18	.....	12	.....
Lumbering	69	120	75	155	119	156	129	138	113	115	130	181	110	116	71	111	54	111	80	199
Mining	103	117	70	135	119	174	181	226	148	187	160	147	180	182	104	135	152	619	216	1,147
Railway construction	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	49	34	90	111	149	58
Building trades	43	140	46	131	59	272	33	211	46	219	38	245	52	233	81	210	94	298	98	556
Metal trades	71	393	56	434	69	562	154	570	63	364	77	482	89	513	95	401	103	1,326	187	1,759
Woodworking trades	12	154	8	150	4	135	8	138	7	116	11	158	9	160	10	115	9	185	9	213
Printing trades	.....	9	1	19	.....	17	1	23	.....	12	.....	35	33	37	.....	14	.....	20	3	29
Clothing trades	3	21	2	36	2	19	1	24	1	16	1	16	1	19	2	15	.....	13	6	16
Textile trades	3	23	2	30	3	46	3	41	2	37	3	35	4	30	5	17	5	41	2	69
Food & tobacco preparations	6	55	9	76	20	79	18	73	14	63	9	86	17	71	19	43	8	81	9	78
Leather trades	2	4	6	7	3	13	.....	3	3	5	2	9	3	11	.....	12	3	12	2	11
Transportation steam railway service	272	168	140	238	252	340	342	337	326	316	283	293	287	332	178	281	332	1,831	348	1,724
Electric railway service	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	34	14	66	15	85
Navigation	.....	.....	128	117	117	61	100	74	84	62	95	91	85	63	96	39	69	62	123	100
Miscellaneous transport	113	168	140	234	45	178	55	193	54	132	50	193	53	178	44	156	45	203	52	282
Civic employees	.....	.....	7	5	5	66	6	80	19	55	22	91	30	134	19	83	15	266	31	199
Miscellaneous trades	41	178	71	159	56	222	62	168	61	156	54	152	75	135	71	113	51	225	58	247
Unskilled labour	30	119	57	143	43	142	34	154	71	130	66	123	92	166	80	134	97	165	80	256
Total	890	1,791	963	2,361	1,107	2,745	1,353	2,752	1,272	2,277	1,291	2,718	1,380	2,697	1,084	2,146	1,220	5,780	1,500	7,195

I.—Table of Fatal Industrial Accidents in Canada, during the Calendar year 1913.

Trade or Industry.	Number of Accidents According to Months.												
	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Agriculture	3	7	4	4	4	8	4	8	18	6	6	8	80
Fishing and hunting	1	.....	.....	.....	.....	.....	2	2	1	3	3	.....	12
Lumbering	6	13	9	8	6	11	2	4	3	12	3	3	80
Mining and Metalliferous Works	26	21	23	26	19	15	20	18	8	13	17	10	216
Railway construction	14	12	9	4	19	30	16	8	14	11	8	4	149
Building trades	2	5	4	9	4	14	11	12	14	5	14	4	98
Metal trades	4	10	8	11	11	15	13	10	12	13	9	11	127
Woodworking trades	.....	1	.....	.....	2	1	1	1	1	2	.....	.....	9
Printing and allied trades	.....	.....	.....	1	2	.....	.....	.....	.....	.....	.....	.....	3
Clothing	.....	.....	.....	1	.....	.....	.....	.....	.....	2	2	1	6
Textile	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Food and Tobacco Preparation	.....	1	1	1	.....	.....	3	1	.....	.....	1	1	9
Leather	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Steam Railway Service	47	24	35	21	14	33	40	20	25	28	38	23	348
Electric Railway Service	.....	1	1	5	2	.....	1	3	1	.....	.....	1	15
Navigation	2	1	3	3	14	12	3	7	8	12	50	8	123
Miscellaneous transport (teamsters, drivers.)	2	1	4	9	4	3	3	6	6	6	5	3	52
Public and Civic Employees	3	1	4	1	4	7	.....	1	3	3	3	1	31
Miscellaneous Skilled Trades	5	1	11	4	6	4	11	6	2	2	3	3	58
Unskilled Labour	8	8	6	3	6	8	9	5	7	8	8	4	80
Total	123	107	123	112	118	161	139	112	123	126	170	86	1,500

II.—Table of Non-Fatal Industrial Accidents in Canada, during the calendar year 1913.

Trade or Industry.	Number of Accidents According to Months.												
	Jan.	Feb.	Mar.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Agriculture	6	6	23	12	3	5	18	16	26	23	10	19	167
Fishing and hunting	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Lumbering	27	23	13	14	16	19	19	16	20	12	11	9	199
Mining and Metalliferous works	98	81	104	126	95	91	108	87	104	83	89	81	1,147
Railway construction	9	15	1	3	3	10	2	3	3	1	3	5	58
Building trades	29	25	31	37	48	56	49	78	67	55	45	36	556
Metal trades	153	180	160	167	139	190	157	139	126	110	147	91	1,759
Woodworking trades	23	23	21	23	16	20	15	19	18	11	10	14	213
Printing and allied trades	2	1	2	4	1	3	6	1	1	1	2	5	29
Clothing	1	1	3	.....	5	.....	2	1	.....	2	1	.....	16
Textile	6	4	4	5	8	8	4	8	10	3	2	7	69
Food and tobacco preparation	5	3	6	3	2	6	10	7	7	12	15	2	78
Leather	2	.....	2	1	1	2	.....	.....	.....	1	.....	2	11
Steam Railway Service	161	137	154	126	145	139	126	169	137	172	135	123	1,724
Electric Railway Service	3	5	8	2	12	11	10	8	14	7	3	2	85
Navigation	14	14	7	10	8	6	14	6	7	6	5	3	100
Miscellaneous transport (teamsters, drivers, etc.)	17	13	23	27	30	20	22	30	33	28	22	17	282
Public and civic employees	14	26	13	10	12	20	19	19	12	20	16	18	199
Miscellaneous skilled trades	21	21	26	26	30	17	19	15	23	19	9	21	247
Unskilled labour	24	21	11	13	40	21	35	23	19	18	14	17	256
Total	615	599	612	609	614	644	635	645	627	584	539	472	7,195

Causes.	Number of Accidents according to Months.																								
	Fatal.													Non-fatal.											
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.	Jan.	Feb.	Mar.	April.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Falling trees and logs, lumber, etc		2	2	1								2	5	1		4	1	1							7
Struck by trains and street cars	1											1	2		1	1								1	3
Explosion of gasoline																								1	1
Live stock (gored by stock, kicked by horses)						2		3	2	1	1		9		1	1	2	1	2	1	1	2	1	2	4	18
Explosion of dynamite (blasting stumps)		1							1		1		2									1	1			2
Falling material (other than trees and logs)							1					1	2				1		1	1						3
Mangled by farm machinery			1		1		2		4	6	3	4	2	23	2	1	1	2		1	4	4	5	9	2	5	39
Runaway					1		3							4	1			2		1	2	2	6	1	1		16
Falling from, run over and crushed by machinery, wagons and other vehicles		3	1			2	3	2	1	6			3	21	1	2	2	1			7	7	3	3	3	2	31
Falling from structures, silos, etc	2							1		1	2			6			1	1	1			2	2	6	1		14
Scalded by steam																1										1
Injured by tools, (adzes, forks, knives etc.)															1			1			2				1	5
Railway collision (in charge of transport of stock)												1	1				10								3	13
Injured by flying material			1	1	1					1			4					1				3		1		5
Stepped on nail																					1					1
Cave in of sandpit																						1				1
Shocked by electricity																						1				1
Explosion of oil																						2				2
Collision with horse-driven vehicles and autos																							2		1	3
Fell from a train																									1	1
Overcome by gas									1				1													
	3	7	4	4	4	8	4	8	18	6	6	8	80	6	6	23	12	3	5	18	16	26	23	10	19	167

FISHING AND HUNTING.

Causes.	Number of Accidents according to Months.																								
	Fatal.													Non-fatal.											
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Perished in a storm	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Drowned	1	....	....	....	....	....	1	2	1	3	2	....	10	....	....	....	....	....	....	....	....	....	....	....	....	....
Scalded by steam	....	....	....	....	....	....	1	....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....
Shot, while carrying a rifle	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....
	1	....	....	....	....	....	2	2	1	3	3	....	12	....	....	....	....	....	....	....	....	....	....	....	....	....

LUMBERING.

Falling trees, logs, lumber, etc.	6	3	2	4	....	....	....	3	1	4	3	2	28	12	9	2	2	1	2	5	4	5	1	2	3	48
Drowned	....	....	....	2	3	6	....	....	....	....	....	....	11	....	....	....	....	....	....	....	....	....	....	....	....	....
Mangled by saw mill machinery	....	2	1	2	2	3	....	....	1	2	....	....	13	7	6	7	11	12	11	9	11	11	6	6	4	111
Struck by flying pieces of machinery and lumber	....	1	1	....	....	1	....	1	....	2	....	1	7	1	3	....	1	2	2	4	....	2	....	....	....	15
Injured in the handling of tools, (axes, saws, peavies, etc.)	....	....	....	....	....	....	....	....	....	....	....	....	....	4	1	1	....	....	....	....	....	....	1	....	....	7
Scalded and burned	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	....	....	....	....	....	....	....	1	....	3
Run over, struck and crushed by cars	....	5	....	....	....	1	2	....	....	1	....	....	9	....	2	....	....	....	....	....	....	....	1	1	1	5
Electrocuted	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	1
Kicked by a horse	....	1	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....
Falling from, run over and crushed by vehicles	....	1	....	....	....	....	....	....	....	....	....	....	1	1	....	1	....	....	2	....	1	1	....	....	....	6
Explosion of dynamite	....	....	4	....	....	....	....	....	....	....	....	....	4	....	....	1	....	....	....	....	....	....	....	....	....	1
Fall	....	....	1	....	1	....	....	....	1	1	....	....	4	1	....	1	....	1	2	1	....	....	....	1	1	8
Explosion of a boiler	....	....	....	....	....	....	....	....	....	2	....	....	2	1	....	....	....	....	....	....	....	....	3	....	....	4
	6	13	9	8	6	11	2	4	3	12	3	3	80	27	23	13	14	16	19	19	16	20	12	11	9	199

Causes.	Number of Accidents according to Months.																								
	Fatal.													Non-fatal.											
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.	Jan.	Feb.	Mar.	April.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Fall of coal, rock, timber, etc.	11	6	13	14	8	7	9	4	4	6	5	3	90	36	27	39	53	46	30	38	39	47	33	45	31	467
Premature explosions of dynamite	2	2	2	4	6	3	1	5	1	...	...	...	26	7	1	5	13	2	3	6	4	7	4	3	8	63
Struck, run over and crushed by mine and ore cars	2	2	3	2	1	...	6	2	1	4	4	3	30	22	12	13	17	7	15	17	15	17	20	16	16	187
Asphyxiated	...	...	2	...	...	1	...	...	...	...	...	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
Mangled by mine machinery	2	3	1	1	2	2	...	1	...	1	3	2	18	8	8	12	12	8	9	10	11	8	5	7	7	105
Falls	8	5	...	...	1	...	3	5	...	...	2	2	26	15	13	18	9	14	18	16	9	9	7	10	4	142
Scalded	1	...	...	2	...	...	...	...	...	...	1	...	4	...	...	...	1	...	1	...	...	...	4	...	...	6
Struck, crushed and run over by locomotives and cars	...	2	...	1	...	...	...	...	...	2	...	...	5	...	2	...	2	3	1	...	...	...	2	...	1	11
Struck by flying material	...	1	...	...	...	...	...	...	1	...	...	...	2	4	3	2	3	1	5	...	4	7	2	2	4	37
Electric shock	...	...	2	...	1	2	1	1	...	...	...	...	7	...	...	...	...	...	...	1	...	...	...	...	...	1
Explosion and ignition of gas	...	...	...	1	...	...	...	...	1	...	...	...	2	2	3	4	7	...	1	10	...	...	...	...	...	27
Burned by molten metal, ore, oil	...	...	...	1	...	...	...	...	...	...	...	...	1	1	8	9	4	4	3	3	1	2	1	3	2	41
Smothered	...	...	...	...	...	...	...	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...	...	...	...	...
Tools injured in the handling of	...	...	...	...	...	...	...	...	...	...	...	...	...	2	1	2	3	5	4	5	2	6	4	2	3	39
Strained by lifting heavy material	...	...	...	...	...	...	...	...	...	...	...	...	...	1	1	...	...	...	...	1	1	...	...	...	...	4
Kicked or otherwise injured by horses	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	1	...	...	...	...	...	1	1	5
Explosion of chemicals	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	1	...	...	1	1	...	...	7
Burned by white wash	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	1
Injured by stepping on nails	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	2	...	...	1	...	...	...	1	4
	26	21	23	26	19	15	20	18	8	13	17	10	216	98	81	101	126	95	91	108	87	101	83	89	81	1147

RAILWAY CONSTRUCTION.

Causes.	Number of Accidents according to Months.																								
	Fatal.													Non-fatal.											
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Premature explosion of dynamite	11	5	3	1	5	14	2	1	2	6	3	1	54	8	14	....	2	3	6	....	2	....	....	1	2	38
Information as to cause of accident not obtained	3	1	5	3	11	13	4	5	10	2	2	....	59	....	....	....	....	....	....	....	....	....	....	....	....	....
Drowned. (Teamster drove into lake)	....	....	....	....	....	1	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....
Crushed by falling rock, timber, earth, etc.	....	5	1	....	2	....	3	....	....	1	2	2	16	....	1	1	1	....	1	....	1	....	1	2	2	10
Struck, run over and crushed by locomotives and cars	....	....	....	....	1	1	2	....	2	1	1	....	8	....	....	....	....	....	1	....	....	1	....	....	....	2
Derailment of cars and locomotives	....	....	....	....	....	1	1	2	....	....	....	....	4	....	....	....	....	....	....	1	....	....	....	....	....	1
Collision of cars and locomotives	....	....	....	....	....	....	1	....	....	....	....	....	1	....	....	....	....	....	2	....	....	....	....	....	....	2
Asphyxiated by powder fumes	....	....	....	....	....	....	2	....	....	....	....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....
Fall	....	....	....	....	....	....	....	....	....	1	....	....	1	1	....	....	....	....	....	....	....	....	....	....	1	2
Struck by flying material. Injured by dipper of steam shovel	....	1	....	....	....	....	....	....	....	....	....	1	2	....	....	....	....	....	....	....	....	2	....	....	....	2
Struck by balance weight of ballast plow	....	....	....	....	....	....	1	....	....	....	....	....	1	....	....	....	....	....	....	1	....	....	....	....	....	1
	14	12	9	4	19	30	16	8	14	11	8	4	149	9	15	1	3	3	10	2	3	3	1	3	5	58

BUILDING TRADES.

Falls	1	3	3	5	2	7	5	7	9	3	10	2	57	11	20	11	14	20	20	20	30	24	21	24	14	229
Falls, due to collapse of scaffolds, etc.	....	....	....	....	....	2	1	....	1	2	2	1	9	12	....	8	7	4	10	4	15	15	3	4	6	88
Crushed by machinery, elevators	....	....	1	....	....	....	....	1	2	....	1	....	5	....	2	3	6	4	1	1	3	6	8	7	4	45
Hoists, cranes, etc.	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	1
Falling material	1	....	....	3	....	2	2	2	1	....	....	1	12	2	3	8	8	14	21	20	22	19	17	8	9	151
Electric shock	....	1	....	....	1	1	1	1	1	....	....	....	6	....	....	....	....	....	....	1	2	....	1	1	....	5
Drowned	....	1	....	....	....	....	2	....	....	....	....	....	3	....	....	....	....	....	....	....	....	....	....	....	....	....
Strained from lifting heavy material	....	....	....	1	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....
Explosion of gasoline and gas	....	....	....	....	1	....	....	....	....	....	....	....	1	....	....	....	....	1	....	1	....	....	....	....	....	2
Struck, crushed and run over by locomotives and cars	....	....	....	....	....	....	1	1	....	....	....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....

Struck by lightning						1								1														1
Expired while at work											1			1														
Struck by a stray bullet															1													1
Crushed by vehicle which fell into excavation in which they were working															2										1			3
Burned and scalded																	1										1	2
Premature explosion of dynamite																		1										1
Tools, (injured in the handling of)																		1	1	2			1	3	1	1	10
Struck by flying material																			3			1	1					5
Overcome by gas																			1									1
Injured by stepping on nails, etc																				1	2	5	1	1				10
Struck, run over and crushed by vehicles																				1								1
Injured, pierced with a splinter																											1	1
	2	5	4	9	4	14	11	12	14	5	11	4	98	29	25	31	37	48	56	49	78	67	55	45	36	556

METAL TRADES.

Contact with machinery			2	3		1		1		1		2	10	41	49	47	42	38	49	41	30	37	32	40	16	462
Falling material		3	2	2	1	4		3	2	1	3	1	22	36	51	44	54	47	68	44	43	34	27	54	38	537
Struck by flying parts of machinery	1							1	2				4	18	13	14	9	10	6	9	7	11	14	11	4	126
Burned by molten metal									2			1	3	18	16	16	25	15	16	26	11	10	9	8	4	177
Injured in the handling of tools														4	7	6	7	5	7	4	5	5	4	6	2	62
Stepped on nails, cut by glass, sharp edge of metal and pierced by wire														5	4	5	2	1	3	1	2	4	3		6	36
Strained from lifting material														1	1	1		3	2		1				1	10
Explosion and ignition of gas, etc	1				1	1				2	2		7	5	5	4	1	3	5	3	2		2	7		37
Electric shock	2	3	3	3	2	4	8	4	2	3	1	5	40	7	1	4	3	3	3	4	7	6		2	4	44
Falls		3			6	4	1		2	3	1	1	21	11	24	15	20	11	20	15	17	12	16	7	10	178
Struck, crushed and run over by locomotives and cars		1		2	1							1	5	2	4	2	5	3	4	1	5	4		9	2	44
Asphyxiated			1			1							2													
Explosion of furnaces and boilers				1			2		2				5										2			2
Burned by acid							1						1								3					3
Struck by lightning							1						1													
Drowned								1		1			2													
Scalded										1			1		4	1				3	2	2		2	2	16
Explosion of chemicals										1			1	2	1		1		1							5
Overcome by gas and heat																1	1		2						1	5
Explosion of dynamite											1		1						1							1
Kicked by a horse											1		1								1			1	1	3
Crushed by elevators and hoists														3					3	3		1	1			11
	4	10	8	11	11	15	13	10	12	13	9	11	127	153	180	160	167	139	190	157	139	126	110	147	91	1759

WOODWORKING TRADES.

Causes.	Number of Accidents according to Months.																								
	Fatal.													Non-fatal.											
	Jan.	Feb.	Mar.	April.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Machinery, saws, etc.					2	1							3	15	14	18	18	11	12	9	14	12	7	4	14	148
Struck by pieces of lumber and parts of machinery thrown from machines									1				1	3	1		2	2	3	2	1	3	2	6		25
Falling material														2	2			1		1	2	1	1			10
Injured by tools															1					1						2
Crushed by an elevator		1													1		1				1					3
Scalded							1						1	1	1	2	1		1							6
Fall								1		1			2	2	2	1	1	2	3		1	2	1			15
Burned by boiling wax										1			1		1											1
Run over by a truck																				1						1
Explosion of gas																			1							1
Pierced by splinter of wood																				1						1
	1				2	1	1	1	1	2			9	23	23	21	23	16	20	15	19	18	11	10	14	213

PRINTING AND ALLIED TRADES.

Injured in the operation of machinery														1	1	2	4	1	3	5		1		2	4	24
Falling material				1									1										1			1
Burned in a fire which destroyed newspaper plant					2								2													
Explosion of gasoline														1												1
Crushed by an elevator																				1						1
Fall																					1					1
Gashed with a knife																								1		1
				1	2								3	2	1	2	4	1	3	6	1	1	1	2	5	29

CLOTHING TRADES.

Mangled by machinery													1	1	1	1	1		2		1			1				7
Falls				1						1	1		3			1						1		1				3
Crushed by an Elevator										1			1			1		3										4
Struck by flying part of machine											1		1															1
Burned																									1			1
Gashed with a knife																					1							1
				1						2	2	1	6	1	1	3		5		2	1		2	1				16

TEXTILE TRADES.

Mangled by machinery					1								1	4	4	4	4	6	7	4	4	9	3	2	6		57
Suffocated in a bin of cotton			1										1															1
Shocked and burned by electricity														1														1
Burned by acid														1														1
Crushed and run over by truck																	1											1
Falling Material																		1										1
Injured by a fall																		1				1			1			3
Burned by gas																				1								1
Struck by flying material																					2							2
Crushed by an elevator																					2							2
			1	1									2	6	4	4	5	8	8	4	8	10	3	2	7		69

FOOD AND TOBACCO PREPARATION.

Mangled by machinery		1								1			2	2	1	3	1	1	1	3	3	3	7	6	1		37
Falls			1				1					1	3	1		1	1			1				2				6
Crushed by an elevator				1				1					2			1					1		1	3				6
Explosion of gasoline							1						1															
Thrown from, run over and crushed by a waggon							1						1				1				1							2
Gashed with knives, cleavers and meat hooks														1	1					2	1	1		1	1			7
Injured by falling material														1	1							2	1	1				6

FOOD AND TOBACCO PREPARATION—*Continued.*

Causes.	Number of Accidents according to Months.																								
	Fatal.													Non-fatal.											
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total.
Explosion of ammonia tank	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	2
Electric shock	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	1
Injured by stepping on nails	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	1
Pricked by a piece of wire	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	1
Burned and scalded	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	1	2	....	1	....	....	....	5
Cut with glass	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1	....	....	....	....	....	....	2
Injured handling live stock	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	1
	....	1	1	1	....	....	3	1	....	1	....	1	9	5	3	6	3	2	6	10	7	7	12	15	2	78

LEATHER.

By a fall	....	....	....	....	....	....	....	....	....	....	....	1	1	....	....	1	....	....	....	....	....	....	....	....	1	2
Crushed by an elevator	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	1
Mangled by machinery	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1	2	....	....	....	1	....	1	6
Injured by stepping on a fork	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	1
Scalded	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	1
	....	....	....	....	....	....	....	....	....	....	....	1	1	2	....	2	1	1	2	....	....	....	1	....	2	11

STEAM RAILWAY SERVICE.

Run over by trains and locomotives	9	2	8	10	9	9	13	7	3	6	5	6	87	4	4	7	8	12	9	12	7	11	10	11	9	104
Struck by trains and locomotives	5	2	1	...	1	6	4	1	10	4	6	4	44	6	9	6	4	9	9	6	11	8	8	8	9	89
Collisions	7	4	5	4	...	1	4	5	5	6	6	5	52	22	19	15	5	6	15	8	9	18	11	14	13	158
Derailment of locomotives, cars and hand-cars	5	1	2	3	1	2	6	...	...	3	5	...	28	11	2	19	7	6	20	15	7	2	10	12	8	122
Fell, jumped or thrown from locomotives and cars	6	1	...	...	...	4	6	1	1	2	5	1	27	24	25	8	20	15	14	19	28	22	31	20	15	234
Crushed by and between locomotives and cars	8	7	13	2	...	5	2	...	2	...	5	2	46	13	19	16	13	8	7	10	15	19	7	17	6	150
Killed or injured by shop machinery tools and appliances on rolling stock	1	...	...	1	1	1	1	...	1	2	...	...	8	7	14	16	20	19	10	17	25	9	9	14	18	178
Burned and scalded	...	...	...	...	...	...	...	...	...	...	2	...	2	7	3	9	8	5	9	3	10	4	15	11	11	95
Struck by falling material	1	3	3	...	...	4	...	1	...	3	...	2	17	30	14	29	16	39	29	22	39	28	37	17	11	314
Struck object when passing same	1	...	...	...	1	...	...	2	2	...	1	1	8	3	1	3	4	5	3	...	3	3	6	4	3	38
Falls	2	...	2	...	...	...	2	...	1	...	1	2	10	24	18	16	11	13	11	7	8	6	11	8	11	157
Explosion of locomotive boiler, water gauges, etc	...	...	...	...	...	...	1	2	...	...	...	...	3	...	4	...	...	...	...	...	...	...	2	...	...	6
Struck by flying material	...	...	1	...	1	...	...	...	...	...	...	...	2	4	3	6	9	8	3	3	5	5	7	2	2	57
Run over by a horse	1	...	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Electric shock	1	2	...	1	...	...	...	...	...	1	...	...	5	...	...	...	...	...	...	...	...	...	...	...	1	1
Premature explosion of dynamite	...	1	...	...	...	...	...	...	...	...	...	...	1	1	...	1	...	...	...	...	...	...	...	...	...	2
Drowned, fell into a well	...	1	...	...	...	...	...	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Crushed by an elevator	...	...	...	...	...	...	1	...	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Crushed by overturned and falling rolling stock	...	...	...	...	...	...	1	...	...	1	1	...	3	...	...	...	...	...	...	...	...	...	...	...	...	...
Drowned, handcar went through open draw-bridge	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Drowned, fell from bridge	...	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	...
Strained and sprained	...	...	...	...	...	...	...	...	...	...	...	...	...	2	2	3	1	...	...	4	2	2	2	1	...	19
	47	24	35	21	14	33	40	20	25	28	38	23	348	161	137	154	126	145	139	126	169	137	172	135	123	1724

ELECTRIC RAILWAY SERVICE.

Collisions (street cars and other vehicles)	...	...	1	...	...	...	...	...	1	...	...	...	2	1	1	4	1	5	2	2	2	6	...	...	1	25
Falling material	...	1	...	...	...	...	1	...	...	...	...	...	2	1	1	...	...	...	...	...	...	1	2	...	...	5
Falling from street cars and repair wagons	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1	...	2	3	1	1	...	1	...	...	9
Struck by street car	...	...	...	1	2	...	...	...	...	...	...	...	3	...	...	1	...	1	1	...	...	...	...	2	...	5
Crushed by and between cars	...	...	...	...	...	...	...	1	...	...	...	...	1	...	...	...	...	...	...	1	...	2	...	...	...	3
Run over by cars and locomotives	...	...	...	1	...	...	...	1	...	...	...	1	3	...	...	...	...	...	...	...	...	...	1	1	...	2
Shocked and burned by electricity	...	...	...	2	...	...	...	...	...	...	...	...	2	1	...	1	...	2	3	...	...	...	1	...	...	8

ELECTRIC RAILWAY SERVICE—*Continued.*

Causes.	Number of Accidents according to Months.																								
	Fatal.													Non-fatal.											
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Struck by handle of brake																		1							1
Cut with glass																	1					1	1			3
Struck object when passing same				1									1						2	1						3
Street cars struck by trains									1				1		3					1	4	2				10
Injured by shop machinery and motors																1				1	1		1			4
Derailment of street cars																		1		2					1	4
Struck by trolley pole																				1		1				2
Struck by flying material																						1				1
		1	1	5	2		1	3	1			1	15	3	5	8	2	12	11	10	8	14	7	3	2	85

NAVIGATION.

Drowned, vessel sank	1					3			1	8	43	7	63												
Struck by swinging sling of hoisted goods	1												1	3	5	2	1			1	1					13
Drowned, falling overboard off wharves and into locks		1	3	2	3	2	2	3	2		5		23													
Fall, on board vessel				1	3	5		1	2			1	13	4		2	3	6	1	1	3	4	2	2	1	29
Suffocated on burning vessel					6					1			7													
Crushed by a gangway					1					1			2			1										1
Falling material					1	1		3	1	2	2		10	6	8	2	4	1	2		1	1	2	2	2	31
Struck by handle of capotan						1							1													
Struck by handle of pump							1						1													
Explosion of boiler on vessel									2				2							1						1
Hands lacerated handling material														1												1
Injured by coming in contact with machinery															1		1			1	1	1	1			6
Injured—Tangled in hawser of vessel																	1	1	1			1	1			5
Crushed between vessel and wharf																			2							2
Burned—Explosion of coal gas on board a vessel																				4						4
Premature explosion of dynamite																				6				1		6
Scalded																										1
	2	1	3	3	14	12	3	7	8	12	50	8	123	14	14	7	10	8	6	14	6	7	6	5	3	100

MISCELLANEOUS TRANSPORT.

Falling from, run over and crushed by wagons, carts and other vehicles	1	1	2	4	3	1	....	4	1	..	1	1	19	5	2	4	8	10	9	2	8	18	13	12	4	95
Horse-driven vehicles, in collision with street cars	....	....	....	1	....	....	2	1	1	....	1	1	7	4	6	14	9	6	3	5	9	6	5	3	9	79
Runaway	....	....	1	1	1	2	....	....	....	2	....	....	7	1	1	1	3	4	4	1	6	2	4	2	1	33
Kicked and otherwise injured by horses	....	....	....	1	....	....	....	....	....	1	....	....	2	1	1	....	2	2	3	3	1	2	....	1	....	16
Crushed by falling material	1	....	....	1	....	....	....	....	3	....	....	....	5	4	2	2	2	3	....	3	1	3	1	3	2	29
Vehicles struck by a train	....	....	1	....	....	....	....	....	....	....	2	....	3	1	....	....	1	1	....	....	....	2	2	1	....	8
Electrocuted	....	....	....	1	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....
Fall	....	....	....	....	....	....	1	....	....	1	....	1	3	....	....	1	....	....	....	2	2	....	....	....	1	6
Burned, (in a fire which destroyed stables)	....	....	....	....	....	....	....	1	....	....	....	....	1	....	....	....	....	....	....	....	1	....	....	....	....	1
Crushed between load and archway of gate	....	....	....	....	....	....	....	....	1	....	....	....	1	....	....	....	....	....	....	1	1	....	....	....	....	2
Crushed by vehicles against an entrance	....	....	....	....	....	....	....	....	....	2	....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....
Crushed by an elevator	....	....	....	....	....	....	....	....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....
Burned, (Auto truck took fire)	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	1
Strained, lifting heavy material	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	1
Collision of horse-driven vehicles only	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	2	4	....	2	1	....	....	....	....	10
Injured by lever on dump wagon	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	1
	2	1	4	9	4	3	3	6	6	6	5	3	52	17	13	23	27	30	20	22	70	33	28	22	17	282

PUBLIC AND CIVIC EMPLOYEES.

Struck by a train	1	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	3	....	....	....	....	3
Shot while making an arrest	1	....	....	1	1	....	....	....	....	....	....	....	3	....	2	....	1	....	....	....	....	....	....	1	....	4
Thrown from, run over and crushed by fire apparatus	1	1	....	....	....	....	....	....	1	....	....	....	3	3	4	....	2	2	4	6	2	....	3	3	3	32
Falls	....	....	....	....	....	....	....	....	....	1	....	....	1	....	6	....	2	....	2	....	4	2	3	7	3	28
Crushed and cut by falling materials (walls, debris, glass, etc.)	....	....	1	....	2	4	....	....	....	....	....	....	8	5	12	4	2	3	6	....	3	1	7	2	2	37
Overcome by smoke and gas	....	....	3	....	....	....	....	....	....	....	1	....	4	....	7	5	....	3	3	7	2	....	2	....	1	30
Burned, fighting fire and otherwise	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	....	3	1	3	3	2	....	3	17
Collisions of fire apparatus with poles, street cars and other vehicles	....	....	....	....	....	....	....	....	....	1	....	1	2	3	1	....	....	....	....	....	....	....	....	3	....	10
Kicked and otherwise injured by horses	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	....	....	....	....	....	....	....	3
Fell, sliding down fire station pole	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	1	....	....	2	4
Electric shock	....	....	....	....	....	1	....	....	1	1	1	....	4	....	....	....	1	....	....	1	1	....	....	....	....	3

PUBLIC AND CIVIC EMPLOYEES—*Continued.*

Causes.	Number of Accidents according to Months.																								
	Fatal.													Non-fatal.											
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Drowned						2							2													
Struck by a street car								1	1	1			3													
Assaulted by thugs											1		1													
Civic Employees struck by vehicles and street cars														3	1	1		1		1			1	1		9
Injured in stopping runaway horses																	1			2		1			2	6
Injured by flying material																			1		1	2	1		1	6
Injured by crank of motor apparatus																1			1	1		2	2			7
Burned by the explosion of chemicals																										
	2	1	4	1	4	7		1	3	3	3	1	31	14	26	13	10	12	20	19	19	12	20	16	18	199

MISCELLANEOUS SKILLED TRADES.

Electric shock	1					1							2							1					2	3
Crushed by falling material	1			1				3					5	1		7	4	1	2		3	2	1	1		22
Overcome by gasoline and gas fumes	1			1	1							1	4													
Crushed by an elevator	1		1		1		1	1				1	6	1	3	1	1	4	2	1	1	3	3		3	23
Explosion of gasoline and gas	1												1	4	2			2		2					1	11
Contact with machinery		1	3	1	2	2	3		2	2	1	1	18	9	9	12	11	12	8	11	7	5	10	4	11	109
Asphyxiated			4										4													
Fall			3	1				1			1		6	3	5	2	2	2	1	2	1	7	4	1	3	28
Explosion of a kitchen range					1								1					7								7
Explosion in explosives factory					1		7						8													
Scalded						1							1	1	1		5		1	1	1					10
Overcome by smoke								1					1													

Burned													1		1	1		1	2	2				5	1	2	1	15
Injured by back-firing of automobile crank																1												1
Struck by flying material																	1	1			1		1	2				6
Cut with glass																		1					1	2				4
Run over by vehicles																		1			1							2
Premature explosion of dynamite																			1					1				2
Kicked or otherwise injured by horses																					1	1		1				3
Injured by stepping on a nail																										1		1
	5	1	11	4	6	4	11	6	2	2	3	3	58	21	21	26	26	30	17	19	15	23	19	9	21	247

UNSKILLED LABOUR.

Falling material	4	2	5		2		2	2	2	2	2	2	25	2	7	4	8	12	8	9	6	8	4	7	2	77
Struck by automobile and other vehicles	1												1	2													2
Struck by a falling tree																												
Cave in of earth, etc	1					1	1	1	1	2	1		8	3	2	2	1	7	3	8	5	4		1	3	39
Crushed by and between cars, wagons	1	1			1		1						3					2								2
Premature explosion of dynamite	1	1				2	1			1			5	3	6			3	2	8		1	1			24
Contact with machinery, gearing, cranes		1	1		1	1	1				2	1	8	2	1	1		4	6	2	2	2	3	2	2	27
Drowned				3	1	1			1		1		10														
Run over by locomotive					1								1		1		2		1	3	3	1	4	1		16
Fall							2	2		2	2	1	9	9	3	2	2	6		2	5	1	4	2	3	39
Electric shock							1		3				4														
Overcome by the heat							1						1														
Struck by flying material										1			1						1			1	1	1	5	9
Injured by train						1								1						1	1						3
Burned and scalded														1				2		2			1		2	8
Injured by stepping on nail														1		1											2
Overcome by gas																		3									3
Injured by elevator and hoist															1	1		1			1	1					5
	8	8	6	3	6	8	9	5	7	8	8	4	80	24	21	11	13	40	21	35	23	19	18	14	17	256

XI.—THE DISTRIBUTION OF LABOUR GAZETTE AND OTHER PUBLICATIONS.

The *Labour Gazette* is mailed chiefly from the Government Printing Bureau, under the supervision of the Department of Labour, this work necessitating the preparation of a mailing list and its constant revision, also the enclosing and addressing of copies of the *Gazette* each month to names and addresses given on the mailing list. To expedite delivery, the copies of the *Labour Gazette* are sorted and distributed into mail bags, suitably labelled for their destination in the several localities throughout the Dominion.

In addition to copies of the *Gazette* mailed regularly each month to subscribers, or as exchanges, &c., copies of the *Gazette* are sent from time to time as samples. Single copies are also mailed from day to day in reply to requests for information on subjects which may have been dealt with, either in part or whole, in the *Labour Gazette*, but a limited number of copies already issued is kept on file for the same purpose.

During the fiscal year 1913-14, copies of individual numbers contained in Volumes XIII and XIV of the *Labour Gazette* to the number of 168,985 were distributed, 144,980 in English and 23,474 in French; also 4,061 copies in English and 543 in French of individual numbers of the *Labour Gazette* of previous years, making the total number of copies of the *Gazette* distributed during the fiscal year 173,058, a monthly average distribution of 14,421 copies.

In addition to copies of the *Labour Gazette* distributed there were mailed from the Department 223 copies of bound volumes of the *Labour Gazette;* 1,102 copies of the Annual Report of the Department; 948 copies of the Annual Report of the Registrar of Boards of Conciliation and Investigation; 37 copies of the Report of the Royal Commission appointed to inquire into dispute between the Bell Telephone Company and its employees at Toronto, 1907; 84 copies of the Report of the Royal Commission on losses sustained by Chinese population of Vancouver by riots, 1907; 84 copies of the Report of the Royal Commission on losses sustained by the Japanese population of Vancouver by riots, 1907; 143 copies of the Report of the Royal Commission appointed to inquire into methods by which Oriental Labourers have been induced to come to Canada; 82 copies of the Report of the Royal Commission appointed to inquire into Industrial Disputes in the Cotton Factories of the Province of Quebec; 2,166 copies of the Report of the Royal Commissioner on Coal Mining Disputes on Vancouver Island, 1913; 3,600 copies of Parts I and II of the Report of the Royal Commission on Industrial Training and Technical Education; 4,012 copies of Part III, Vol. I, of the Report of the Royal Commission on Industrial Training and Technical Education; 3,636 copies of Part III, Vol. II, of the Report of the Royal Commission on Industrial Training and Technical Education; 300 copies of Part IV of the Report of the Royal Commission on Industrial Training and Technical Education; 70 copies of the Report of the Deputy Minister of Labour on Mission to England to confer with British Authorities on the subject of Immigration to Canada, from India in particular; 46 copies of the Report of the Deputy Minister of Labour on Industrial Conditions in the Coal Fields of Nova Scotia; 32 copies of the Report of Special

Committee of the House of Commons to which was referred "Bill No. 2, an Act respecting Industrial and Co-operative Societies"; 3,429 copies of the Report on Strikes and Lockouts in Canada, 1901 to 1912; 3,826 copies of the Report on Labour Organization in Canada, 1913; 25 copies of the Report on Wholesale Prices, 1890-1911; 24 copies of the Report on Comparative Prices, Canada and the United States, 1906-11; 78 copies of Report on Wholesale Prices, 1910; 69 copies of the Report on Wholesale Prices, 1911; 2,000 copies of the Report on Wholesale Prices, 1912; 69 copies of the Conciliation and Labour Act, 1906; 466 copies of the Industrial Disputes Investigation Act, 1907; 8,550 of index to Volume XIII and other volumes of the *Labour Gazette*. In addition to the distribution of the several reports, &c., communications in the nature of miscellaneous publications, documents, bills, circular letters, copies of Acts of Parliament, copies of "Hansard," forms for correspondents of the *Labour Gazette*, and other matter of one kind or another were distributed to the number of 2,095, making a total in all of 210,204 separate communications or publications distributed by the Department during the fiscal year ended March 31, 1914, or an average monthly distribution of 17,517 publications, &c.

The following table is arranged to show by months the number and nature of the publications, &c., distributed from the Distribution Office of the Department of Labour during the fiscal year 1913-14:—

TABLE showing number of copies of the "Labour Gazette" and other departmental Publications mailed from the Distribution office of the Department of Labour during the fiscal year ended the 31st day of March, 1914.

Name of Publication.	Months.												Number of Publications distributed, 1913-1914.
	Apr.	May.	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	
Labour Gazettes, Individual Copies, Vols. XIII and XIV English	11,150	10,750	10,750	10,750	11,450	11,450	11,450	11,250	11,200	11,200	11,550	11,580	144,980
" " Miscellaneous copies "	185	260	308	650	200	498	110	500	401	360	285	304	4,061
" " Bound Volumes "	81	10	1	12	6	12	3	12	8	1	4	9	159
" " Individual copies, Vols. XIII and XIV French	1,860	1,828	1,813	1,800	2,000	1,983	2,000	1,986	1,980	1,984	2,200	2,100	23,474
" " Miscellaneous copies "	25	30	48	80	14	74	17	48	61	44	64	38	543
" " Bound Volumes "	7	2	12	3	12	6	2	12	.....	2	.....	6	64
Annual Reports, 1913. English Copies	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	450	110	96	50	706
" " " " Miscellaneous	60	44	12	28	30	17	30	20	18	24	14	36	333
" " 1913. French copies	Not yet received from Printer.												
" " " " Miscellaneous	.....	12	.....	.....	6	12	.....	8	11	.....	12	2	63
Sixth Annual Report of the Registrar of Boards of Conciliation and Investigation, 1913	.....	.....	.....	.....	.....	.....	.....	.....	.....	500	108	90	700
Annual Reports " " " " " " Miscellaneous Copies	40	18	17	20	40	17	20	12	16	40	12	16	248
Report of Royal Commission on Dispute between the Bell Telephone Company and its Employees, Toronto, 1907	8	3	2	1	2	5	.....	5	.....	5	3	3	37
Report of Royal Commission on losses sustained by Chinese Population of Vancouver, B. C. by Riots, 1907	10	7	7	4	.....	.....	.....	10	13	12	9	12	84
Report of Royal Commission on losses sustained by Japanese Population of Vancouver, B. C., by Riots, 1907	10	7	7	4	.....	.....	.....	10	13	12	9	12	84
Report of Royal Commission appointed to inquire into methods by which Oriental labourers have been induced to come to Canada	16	13	13	16	12	3	11	9	12	12	12	14	143
Report of Royal Commission appointed to inquire into Industrial Disputes in the Province of Quebec, 1908	9	12	4	5	7	6	9	10	8	8	.....	4	82
Report of Royal Commission appointed to inquire into Coal Mining Disputes on Vancouver Island, B. C., 1913	.....	.....	.....	.....	.....	.....	.....	1,335	656	154	10	11	2,166

TABLE showing number of copies of the "Labour Gazette" and other departmental Publications mailed from the Distribution office of the Department of Labour during the fiscal year ended the 31st day of March, 1914. —*Continued.*

Name of Publication.	MONTHS.												Number of Publications distributed, 1913-1914.
	Apr.	May.	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	
Report of Royal Commission on Industrial Training and Technical Education Part I-II. 1913											2,400	1,600	3,600
" " " " " " Part III-Vol. I. 1913											3,940	72	4,012
" " " " " " Part III-Vol. II. 1913											800	2,836	3,636
" " " " " " Part IV-1913												300	300
Report of Deputy Minister of Labour, on Mission to England to confer with British Authorities on the subject of Immigration to Canada, from India in particular, 1908	8	12	3	5	7	5	9	10		7		3	70
Report of Deputy Minister of Labour (F. A. Acland) on Industrial Conditions in the Coal Fields of Nova Scotia	6		4			10		15		4		7	46
Report of Special Committee on "Bill" No. 2, re Industrial Co-operative Societies			2	2		4		12		4		8	32
Report on Strikes and Lockouts in Canada, 1901 to 1912										3,329		100	3,429
Report on Labour Organization in Canada, 1912			3,540	112	20	60	2	10	20	31	20	11	3,826
Wholesale Prices, Canada, 1890-1909	2		4	1	6			4	1		1	6	25
Comparative Prices, Canada and the United States, 1906-1911	1		1	4	6	1	1	4	1		1	4	24
Wholesale Prices, Canada 1910	20		6	8	2	2	4	3	6		15	6	72
" " " 1911	20		8		1	3		8	6	4	10	9	69
" " " 1912	1,809		100	91		Supply exhausted							2,000
" " " 1913													
Copies of Conciliation and Labour Act, 1906			2	6		4	3	6	6	8	24	10	69
" Industrial Disputes Investigation Act, 1907	50	32	16	42	56	40	38	70	18	31	20	30	466
Miscellaneous Publications, documents, Bills, Acts, etc.	182	204	102	300	154	98	100	274	86	109	186	330	2,095
Index to Vol. XII. Labour Gazette								8,500	30	12	8		8,550
Publication, &c., distributed during the fiscal year 1913-14													210,204
" " " " " " 1912-13													203,693
Increase 1913-14													6,511

XII.—THE CIRCULATION OF THE LABOUR GAZETTE.

The *Labour Gazette* is published in both English and French, which necessitates the keeping of separate mailing lists and the printing of all notices and forms in both languages. The number of paid subscriptions to the *Gazette* received during the past fiscal year was 6,829, the total paid circulation on the 31st of March, 1914, being 8,172. All subscriptions were promptly entered and remittances acknowledged. The customary subscription notices and renewal forms were forwarded from month to month and mailing lists corrected and revised as occasion required. In addition to maintaining the regular list of subscribers, many sample copies were sent out from the department during the year.

In connection with the circulation of the *Labour Gazette* for the twelve months ending March 31, 1914, 5,024 letters were received and acknowledged, 3,940 of which had reference to subscriptions to the *Labour Gazette,* 557 to a change of address on the part of subscribers, and 527 to other matters.

For the same period, 16,642 pieces of mail matter were despatched from the circulation branch, representing 13,560 communications containing notices, accounts, or receipts for subscriptions; 986 other communications in connection with the circulation of the *Gazette,* and 2,096 parcels.

During the fiscal year 1913-14 the average monthly circulation of the *Labour Gazette* was 13,416 copies, of which 7,989 were on account of paid circulation,* and 5,427 to persons on the free and exchange lists.

The following figures will show the total circulation of the *Gazette* as it was on the last day of each of the fiscal years during the period from 1900 to 1914:—

TABLE showing the circulation of the *Labour Gazette* at the close of each fiscal year from 1900 to 1914, inclusive.

Year	Annual Subscriptions	Free and Exchange Distribution	Total Circulation
1900–1	4,391	2,158	6,549
1901–2	5,648	2,722	8,370
1902–3	7,748	3,046	10,794
1903–4	7,361	3,553	10,914
1904–5	6,645	3,717	10,362
1905–6	7,547	3,987	11,534
1906–7	8,033	4,105	12,138
1907–8	9,033	4,320	13,353
1908–9	9,338	4,472	13,810
1909–10	9,426	4,778	14,204
1910–11	10,035	4,799	14,834
1911–12	8,840	4,713	13,553
1912–13	8,062	4,861	12,723
1913–14	8,172	5,477	13,649

* The actual number of paid subscribers at the end of the fiscal year, March 31, was 8,172.

The following summary will show by provinces the number of paid subscriptions to the *Labour Gazette* at the end of the fiscal year, March 31, 1914:—

Nova Scotia	967
New Brunswick	381
Prince Edward Island	119
Quebec	2,202
Ontario	2,610
Manitoba	416
Saskatchewan	310
Alberta	437
British Columbia	518
The Territories	8
The British Empire (other than Canada)	95
Foreign countries	109
Total	8,172

FREE AND EXCHANGE LISTS.

Under the head of copies of the *Labour Gazette* sent as exchanges are included *Labour Gazette* sent to public departments of the governments, both federal and provincial, in this and other countries, and to the publishers of trade papers and labour journals, in exchange for their publications. On the free list are included copies sent to members of both Houses of Parliament, commercial agents, immigration agents, public libraries, boards of trade, libraries of educational institutions, local newspapers and the officers of organizations who supply from time to time information requested by the Department. The following summary will show the number of copies mailed monthly on account of exchange and free lists:—

Exchange List.

Departments of Governments (including federal, provincial, British and foreign governments and their officers)	455
Trade papers and labour journals	157

Free List.

Public libraries and libraries of educational institutions	386
Members of the House of Commons	221
Members of the Senate	87
Boards of Trade	274
Newspapers	1,028
Miscellaneous	262
	2,870

Labour organizations—

Nova Scotia	125	
Prince Edward Island	10	
New Brunswick	97	
Quebec (copies, English and French)	590	
Ontario	855	
Manitoba	152	
Saskatchewan	131	
Alberta	181	
The Territories	1	
British Columbia	276	
		2,418
63 Correspondents of the *Labour Gazette* (3 copies each)		189
Total		5,477

REVENUE OF THE "LABOUR GAZETTE."

The revenue of the *Labour Gazette* is derived from the sale of single and bound copies, and from annual subscriptions. Single copies are supplied at the rate of 3 cents each, or 20 cents per dozen. Bound volumes of the *Gazette*, including the issues of each year, are sold at the rate of 75 cents per copy. The annual subscription rate is 20 cents, or when more than 12 copies are taken by the same person or institution 15 cents.

The following statement of receipts from subscriptions, and from the sale of single and bound copies of the *Gazette* during the fiscal year 1913-14 shows that the net revenue derived from this source amounted to $1,353.12.

Statement *of the Revenue of the Labour Gazette for the Fiscal Year ended March 31, 1914.*

Amount received from subscriptions to *Labour Gazette*		$1,324 05
Sale of single and bound copies		45 15
Amount received up to June 30, 1913, for subscriptions to the *Labour Gazette* which have been held pending the identification of the remitters and which is now being paid into revenue, as no claims have been presented for same		2 00
		$1,371 20
LESS.		
Commission on subscriptions, and fees paid for postal notes transmitting same	$18 08	18 08
		$1,353 12

SEVENTH REPORT

OF THE

REGISTRAR OF BOARDS OF CONCILIATION AND INVESTIGATION

OF THE PROCEEDINGS UNDER

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907

BEING FOR THE

FISCAL YEAR ENDING MARCH 31, 1914

(Being an Appendix to the Annual Report of the Department of Labour for the same period.)

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY J. de L. TACHÉ, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1914

[No. 36a—1915]

To the Honourable T. W. Crothers, B.A., K.C.,
Minister of Labour.

Sir,—I have the honour to submit a Report of Proceedings under the Industrial Disputes Investigation Act, 1907, for the fiscal year ended March 31, 1914.

F. A. Acland,
Registrar of Boards of Conciliation and Investigation.

CONTENTS.

PAGE.

I.—Introductory chapter 7

II.—Summary tables 13

III.—Reports of Boards of Conciliation and Investigation received during the financial year 1913-14 74

1. Canadian Northern Railway Company and railway conductors in its employ 75

2. Corporation of Vancouver, B.C., and various classes of labour in its employ 95

3. Canadian Pacific Railway Company and locomotive firemen and enginemen in its employ 100

4. Various boot and shoe manufacturers of the City of Quebec and their respective employees 115

5. Acadia Coal Company, Ltd., Stellarton, N.S., and coal miners in its employ 126

6. Maritime Dredging and Construction Company, Ltd., St. John, N.B., and dredge workers and tug boat workers in its employ .. 129

7. British Columbia Electric Railway Company and its employees in street railway service 133

8. Halifax and South Western Railway Company and its employees in various classes of labour 178

9. Grand Trunk Railway Company and its maintenance-of-way employees 181

10. Quebec Central Railway Company, Sherbrooke, Que., and its employees in various classes of labour 184

11. Grand Trunk Railway Company and its station and telegraph employees 185

12. Various steamship companies trading to the Port of St. John, N.B., and longshoremen in their employ, respectively 193

13. Canadian Pacific Railway Company and its maintenance-of-way employees 199

PAGE.

14. Grand Trunk Pacific Railway Company and its machinists and boilermakers 211

15. Various steamship companies trading to the port of St. John, N.B., and checkers in their employ, respectively 212

16. Canadian Northern Railway Company and its maintenance-of-way employees 215

17. Grand Trunk Railway Company and its maintenance-of-way employees 216

18. British Columbia Electric Railway Company and its employees in street railway service 219

19. Canadian Pacific Railway Company and its conductors, baggagemen, brakemen and yardmen 220

Cases where proceedings were unfinished at the close of the fiscal year 221

IV.—Judicial Decisions under the Statue 222

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

SEVENTH ANNUAL REPORT OF PROCEEDINGS, BEING FOR THE FISCAL YEAR ENDING MARCH 31, 1914.

I. INTRODUCTORY CHAPTER.

The present report is the seventh annual statement of proceedings under the Industrial Disputes Investigation Act. The statement presents no unusual feature, the operations of the year having been on the customary lines.

The statute under consideration became law on March 22, 1907, and had therefore been in operation for seven years at the close of the fiscal year March 31, 1914. Summary tables here presented show proceedings for the period covering the life of the statute, and the report includes detailed particulars of proceedings for the fiscal year 1913-14, and the text of each report received during the year from Boards of Conciliation and Investigation.

NO STRIKES AFTER ENQUIRY.

The value of the foundation principle of the Act, that of referring for conciliation and enquiry a troublesome industrial dispute before a strike or lockout is declared, was never more clearly demonstrated than during the past fiscal year, the outstanding feature of which, as to these matters, has been that in every case where a dispute was so referred the strike which had been feared was averted and work continued steadily. On the other hand, the most serious dispute of the year was that of coal miners on Vancouver Island, in which case, neither party taking advantage of the Act, its machinery could not be utilized. The settlements of the past year, as to disputes dealt with under the Act, were effected in various ways, sometimes by direct agreement, sometimes by the informal elimination of the cause of friction, tactful procedure on the part of the Board being usually and naturally the chief influence in bringing this about. The important point which a review of the year develops is, as stated, that no strike occurred in any one of the nineteen troublesome industrial disputes which during the fiscal year 1913-14 were made a matter of conciliation and investigation before a Board established under the Industrial Disputes Investigation Act, and the strike record for the year, with its inevitable monetary losses, inconveniences and sometimes disturbances, has been appreciably diminished.

The disputes thus satisfactorily disposed of during the year were spread among different branches of industry as follows: railways, eleven; shipping, three; street railways, two; coal mining, one; civic employees, boot and shoe employees, one. The total number of employees declared to be concerned in these various disputes was 50,876, an average in each dispute of 2,078.

During the same period there have been in Canada many industrial disputes which did not fall within the scope of the I. D. I. Act, or which, though being within its scope, were not permitted by the disputing parties to come before a Board for attempted adjustment. A glance over the record for the calendar year 1913 appearing in the annual report of the Department of

Labour (to which the present volume is an appendix) shows a total of 113 strikes, in which were concerned 39,536 employees, the time losses involved reaching the large figure of 1,287,678 days. The duration of a particular strike is not of course necessarily determined by the number of employees concerned. A strike with many employees concerned sometimes ends quickly, sometimes drags on for months or even years, and it is equally so with a struggle involving few employees. The departmental records contain numerous illustrations of the uncertainty of these as of other aspects of a strike. The figures suggest, however, some interesting speculations. There were, as has been shown, nineteen industrial disputes in which the use of the machinery of the Industrial Disputes Investigation Act averted threatened strikes, and 113 disputes in which the machinery of the Act was not available and in each of which a strike occurred. The 113 disputes entailed time losses of 1,287,678 days. Allowing the same proportion of losses in the case of the difficult disputes where the Industrial Disputes Investigation Act eliminated the strike, the time losses prevented would stand at 190,000 days. No estimate can be made of the extent of other troubles averted. It will be observed, moreover, that many more employees were concerned in the disputes where strikes were averted than where strikes occurred, and there is much ground for the view that the strikes which threatened and were averted would have been, in many cases, long drawn out trials of strength, so that the time losses might have much exceeded the conjectural estimate made above.

THE FISCAL YEAR 1913-14.

Returning to the formal record for the past fiscal year, it is found that nineteen applications under the Act were dealt with during the year ending March 31, 1914, resulting in the establishment of seventeen Boards. In one case the matters in dispute were adjusted by mutual agreement, whilst steps for the establishment of a Board were pending. In the remaining case the application was under consideration at the close of the year. The features of the year's disputes may be briefly noted.

RAILWAY DISPUTES.

Four applications received during the past year grew out of demands by the maintenance-of-way employees for increased wages on the Canadian Pacific Railway, Grand Trunk Railway, Grand Trunk Pacific Railway, and the Canadian Northern Railway lines in Canada, affecting 5,000, 3,000, 4,300 and 4,800 employees respectively. In the Canadian Pacific Railway case the Board recommended that the employees' claims should be withdrawn, and later on it was arranged to defer negotiations. In the Grand Trunk Railway case the Company promised increased wages from March 1, 1914, and this promise was fulfilled. In the Grand Trunk Pacific case the Board, after considering the employees' claims, the state of the labour market, and the rates paid for similar service on other roads, did not feel justified in recommending any changes in the wage rates now in force. The Board's report was accepted by both parties concerned. In the Canadian Northern Railway case Board proceedings had not been finished at the end of the fiscal year. (Early in the fiscal year 1914-15 the Board reported, and an amicable working arrangement was secured.)

The Department received an application on March 31, 1913, concerning a dispute between the Canadian Pacific Railway Company and certain of its employees, members of the Brotherhood of Locomotive Firemen and Enginemen, relating to certain alleged inaccuracies in the seniority list of conductors and trainmen on the Alberta Division, and involving, to some extent, relations be-

tween the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen. The Canadian Pacific Railway Company had submitted the seniority list of the Alberta Division to a committee of the Brotherhood of Locomotive Engineers and had accepted the adjustment. The accuracy of this list was, however, disputed by the Brotherhood of Locomotive Firemen and Enginemen. The Board of Conciliation and Investigation was unable to obtain from either party positive records of all the individual cases affected, on account of their having been either lost or destroyed subsequent to the compilation of the disputed list. Fortunately it chanced that during the inquiry a conference took place in Chicago between representatives of the two Railway Brotherhoods, at which an agreement was made providing ways and means for the settlement by joint action of all matters of mutual interest, including, as it would appear, a dispute of the nature under consideration. The Board's report took into consideration the outcome of the conference, and further recommended that the Company should in future post at the necessary centres on its system the seniority lists of the respective divisions and that changes and additions should be posted every quarter.

Another Board secured a settlement of a dispute as between the Grand Trunk Railway Company and its station and telegraph employees, to the number of 1,300, involving wages and conditions of employment of these employees on the Company's system in Canada.

STREET RAILWAY DISPUTE.

The only street railway dispute dealt with under the Act during the year was one which involved wage rates, rules, etc., on the lines of the British Columbia Electric Railway in Vancouver, New Westminster and Victoria, as well as suburban lines. Through the Board's efforts and subsequent negotiations, an agreement was reached by both parties in the month of September. A question was later raised regarding the interpretation of certain sections of this agreement, which was referred to a separate Board established under the Act at the end of March. The proceedings of this Board had not been concluded at the end of the fiscal year. (The Board reported early in the new fiscal year, and its efforts were successful in averting a strike.)

COAL MINING DISPUTES.

Only one dispute in the coal mining industry was referred under the Act during the past year. This grew out of a demand by the employees of the Acadia Coal Company, of Stellarton, N.S., for increased wages, reduced rents, recognition of the United Mine Workers of America, and the reinstatement of certain former employees who were alleged to have been dismissed for their connection with the union. An agreement was reached through the Board's efforts, which was accepted by both sides as an amicable settlement of the matters at issue.

The most notable dispute of the year in the coal mining industry, however, or for that matter in any industry, was one in connection with which no application under the Act was received from either the employers or employees concerned. The dispute originated in the mines of the Canadian Collieries at Cumberland, B.C., and Extension, B.C., on September 18, 1912, and involved a complete cessation of work at both places for some time. The questions involved included alleged discrimination against certain employees and the matter of union recognition; the union concerned was the United Mine Workers' Association, and there can be little doubt that the vital point at issue was that of recognition. The company secured other labour, and by December the normal

output of coal at most mines affected was reported, but the striking miners remained out. On May 1, 1913, a strike was declared also in all other coal mines on Vancouver Island, namely: Nanaimo, South Wellington, and Jingle Pot. This strike was called by the United Mine Workers of America for the purpose, as the officers of the organization stated, of securing a joint working agreement between the U.M.W.A. and the mine owners on Vancouver Island based on increased wage rates and improved conditions of employment. No negotiations appear, however, to have taken place between the union and the coal companies prior to the strike. The total number of men employed at the Cumberland mines at the beginning of the strike was 983; at Extension, 700; at the Western Fuel Company's mines in Nanaimo, 1,494; at South Wellington, 350; and at the Jingle Pot, 250; making a total of 3,777.

Operations at Cumberland and Extension continued. In August an agreement was effected between the U.M.W.A. and the Jingle Pot colliery at Nanaimo. The Western Fuel Company's mines at Nanaimo and the mines of the Pacific Coal Company at South Wellington were also reopened, but many of the former employees of these two latter companies and of the Canadian Collieries remained on strike at the end of March, 1914. The coal mining companies claimed, however, to have all the workmen they required at the close of the year. The Western Fuel Company, operating at Nanaimo, early in March, 1914, made a working agreement with its then employees, carrying an increased wage scale, and effective until September 30, 1916.

Various efforts were made by the Department of Labour to secure an adjustment of these disputes, the Minister of Labour, the Deputy Minister of Labour, and the resident representative of the Department on the Pacific coast visiting the mines for this purpose. Investigation of the matters at issue was also made by a Royal Commissioner, whose report, which discussed the subject at length, was freely distributed by the Department. The Government of British Columbia, too, is understood to have on different occasions unsuccessfully endeavoured to bring about a working agreement.

During the month of August there occurred in the districts affected by this strike some serious rioting, which led to the calling out of military assistance for the preservation of the peace and the protection of the mining properties. A small militia force remained in the coal fields throughout the fall and winter months, and had not been entirely withdrawn at the end of the financial year.

AGREEMENT UNDER SECTION 62.

One of the disputes of the fiscal year, that involving the relations of the longshoremen of the Port of St. John with the shipping companies, developed an interesting feature in that the settlement included a signed agreement with each company under section 62 of the Act, viz.:

> "Either party to a dispute which may be referred under this Act to a Board may agree in writing, at any time before or after the Board has made its report and recommendation, to be bound by the recommendation of the Board in the same manner as parties are bound upon an award made pursuant to a reference to arbitration under the order of a court of record; every agreement so to be bound made by one party shall be forwarded to the Registrar, who shall communicate it to the other party, and if the other party agrees in like manner to be bound by the recommendation of the Board, then the recommendation shall be made a rule of the said court on the application of either party and shall be enforceable in like manner."

A dispute involving the checkers employed by the shipping companies at the Port of St. John was also made the subject of Board investigation, and although no formal settlement was made between the parties in this case, the threatened strike was averted.

CONSTITUTIONALITY OF ACT UPHELD.

The constitutionality of the Industrial Disputes Investigation Act was upheld by a judgment which was delivered by the Court of Review of Montreal on June 13. The Court of Review reversed, however, Mr. Justice Lafontaine's action in respect of the writ of prohibition which had been sought against a Board of Conciliation and Investigation appointed to deal with an application purporting to be made on behalf of certain employees of the Montreal Street Railway Company. The Court of Review held in this matter that at the time this application was made no dispute within the meaning of the Act existed between the company and its employees, and accordingly ordered the Board to abstain from any procedure in respect of this dispute. The dispute which gave rise to these proceedings had itself long passed away, but some interest attaches to the finding of the court. It may be noted that the case is the only one in which any attempt has been made to restrain by injunction the constitution or proceedings of a Board.

OPERATIONS OF SEVEN YEARS.

In all 161 applications have been received during the seven years covering the life of the Act, as a result of which 141 Boards have been established. In nineteen cases the matters in dispute were adjusted by mutual agreement, whilst steps were pending for the establishment of Boards, and one remaining application was under consideration by the Department at the end of the year. The total number of employees affected by these 161 disputes was 222,817, or an average of 1,384 in each dispute.

During the seven years there were in all eighteen disputes in which the threatened strikes were not averted or ended as a result of reference under the Act. Eleven of these eighteen strikes occurred in the mining industry, one in the operation of railways, five concerned employees in railway offices, shops and yards, and one in the operation of a street railway. None of these strikes occurred during the last fiscal year.

II. SUMMARY TABLES.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

SUMMARY STATEMENT FOR THE SEVEN YEARS 1907—1914.

TABLE showing Proceedings under the Act from March 22, 1907, to March 31, 1914

Industries affected.	No. of Disputes referred under Act.	No. of Strikes not averted or ended.
I. Disputes affecting Mines and Public Utilities:		
(1) Mines:		
(a) Coal	41	6
(b) Metal	11	5
Total, Mines	52	11
(2) Transportation and Communication:		
(a) Railways	70	6
(b) Street Railways	15	1
(c) Shipping	10	0
(d) Commercial Telegraphers	2	0
(e) Telephone Workers	2	0
Total, Transportation and Communication	99	7
(3) Civic Employees	4	0
Total, Mines and Public Utilities	155	18
II. Disputes affecting other than Mines and Public Utilities	6	0
Total, all classes	161	18

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

SUMMARY STATEMENT FOR FISCAL YEAR 1913—1914.

TABLE showing Proceedings under the Act from April 1, 1913, to March 31, 1914.

Industries affected.	No. of Disputes referred under Act.	No. of Strikes not averted or ended.
I. Disputes affecting Mines and Public Utilities:		
(1) Mines:		
Coal	1	0
(2) Transportation and Communication:		
(a) Railways	11	0
(b) Street Railways	2	0
(c) Shipping	3	0
Total, Transportation and Communication	16	0
(3) Civic Employees	1	0
Total, Mines and Public Utilities	18	0
II. Disputes affecting other than Mines and Public Utilities	1	0
Total, all classes	19	0

The proceedings under the Act during this year include three cases in which certain proceedings had taken place during the preceding year, namely: (1) a dispute between the Canadian Northern Railway Company and its conductors; (2) a dispute between the Corporation of the City of Vancouver and certain employees; and (3) a dispute between the Canadian Pacific Railway Company and its firemen and enginemen on the Alberta Division of that Railway.

At the close of the fiscal year results were still pending in connection with four applications, namely: (1) application made on behalf of the boilermakers and machinists employed by the Grand Trunk Pacific Railway Company; (2) application made on behalf of the maintenance-of-way employees of the Canadian Northern Railway Company; (3) application made on behalf of certain employees of the British Columbia Electric Railway Company; and (4) application made on behalf of the conductors, trainmen and yardmen employed by the Canadian Pacific Railway Company on its western lines.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1913-14.

Statement of Applications for Boards of Conciliation and Investigation and of Proceedings thereunder from April 1, 1913, to March 31, 1914.

A—MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION AND OTHER PUBLIC SERVICE UTILITIES.

1. Appointed by the Minister, under Section 8, Sub-section 1, of the I. D. I. Act, on recommendation from party concerned.
2. Appointed by the Minister, under Section 8, Sub-section 2, of the I. D. I. Act, in the absence of a recommendation from party concerned.
3. Appointed by the Minister, under Section 8, Sub-section 3, of the I. D. I. Act, on the joint recommendation of the two members first appointed.
4. Appointed by the Minister, under Section 8, Sub-section 4, of the I. D. I. Act, in the absence of a joint recommendation by the two members first appointed.

I. MINING AND SMELTING INDUSTRY.

1. Coal Mines.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of disputes.	Names of Members of Board: (c) Chairman; (e) Employer; (m) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1913 May 26	Acadia Coal Co., Ltd. and employees, some of them being members of Local Unions No. 351 and No. 1726, United Mine Workers of America.	Employees.	Stellarton, N.S...	1,125 dir... 260 indir...	Concerning demand for increased wages, reduction in rent, recognition of United Mine Workers of America and reinstatement of certain former employees alleged to have been dismissed for their connection therewith	Hon. John N. Armstrong (c) 3; W. H. Chase (e) 1; J. C. Watters, (m) 1.	June 20	July 14..	A unanimous report was presented by the Board, in which it was stated that an amicable settlement of all matters in dispute had been affected.

II. TRANSPORTATION AND COMMUNICATION.

1. Railways.

1913 March 11	Canadian Northern Railway Co. and conductors, members of the Order of Railway Conductors	Employees.	C.N.R. lines.	350 dir.. 2,200 indir.	Concerning employees' demands for various changes in existing schedule, including wages, hours and working conditions.	Hon. Mr. Justice A. Haggart (c) 3; Wm. Cross (e) 1; J. Harvey Hall, (m) 1.	Mar. 29	April 25	Report of Board was accompanied by a minority report signed by Mr. Cross. Mr. Hall, whilst signing the majority report, submitted a statement of points on which he differed from the Chairman. No cessation of work occurred.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1913-14—*Continued.*

II. TRANSPORTATION AND COMMUNICATION.—*Continued.*

1. Railways—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (c) Chairman; (e) Employer; (m) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1913 Mar. 31	Canadian Pacific Railway Co. and certain employees, members of the Brotherhood of Locomotive Firemen and Enginemen.	Employees.	Alberta Division of C.P.R.	2,650 dir.. 7,000 indir	Concerning alleged breach of agreement by Company re promotions.	Prof. Adam Shortt (c) 3; J.H. Wellington (e) 1; David Campbell (m) 1	April 15..	Oct. 21..	Report of Board was accompanied by a minority report signed by Mr. Campbell. The majority report stated that the dispute was really between the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen. A conference between these Brotherhoods was held in Chicago, at which an agreement was reached providing ways and means for the settlement by joint action of all matters of mutual interest, thus obviating the necessity for further action by the Board.
July 7	Halifax and South-Western Railway Co and certain employees, members of the Canadian Brotherhood of Railroad employees.	Employees..	Bridgewater, N.S.	34 dir. .... 5 indir.	Concerning wages and conditions of employment as per schedule submitted.	A. B. Crosby (c) 3; Major W. Ernest Thompson (e) 1; Jno. A. McDonald (m) 1.	Aug. 12..	Sept. 8..	A unanimous report was presented by the Board, embodying the terms of an agreement signed on behalf of both parties to the dispute, effective for one one year from June 1, 1913
July 30	Grand Trunk Railway Co. & Maintenance-of-Way employees, members of the International Brotherhood of Maintenance-of-Way Employees.	Employees...	G.T.R. lines in Canada.	3,000.....	Concerning wages ...	His Honour Judge R. D. Gunn (c) 3; F. H. McGuigan (e) 1; G. D. Robertson (m) 1.	Aug. 27..	Sept. 20..	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute, which were accepted by both parties concerned.

1913 Aug. 7	Quebec Central Railway Co. and shop employees, members of International Association of Machinists, Brotherhood of Railway Carmen of America, International Brotherhood of Blacksmiths and Helpers & International Brotherhood of Boilermakers and Iron Shipbuilders & Helpers.	Employees.	Sherbrooke, Que.	149 dir.... 40 indir.	Concerning wages and conditions of employment.					Pending establishment of Board a satisfactory arrangement was arrived at by the parties concerned.
Aug. 25	Grand Trunk Railway Co and station and telegraph employees, members of the Order of Railroad Telegraphers	Employees.	G. T. R. lines in Canada.	1,300....	Concerning wages and conditions of employment as per schedule submitted.	His Honour Judge R. D. Gunn (C) 3; F. H. McGuigan (E) 1; J.G. O'Donoghue (M) 1.	Sept. 11	Nov. 25		Report of Board was signed by all three members, Mr. O'Donoghue dissenting, however, on one or two points. The award was accepted by both parties concerned.
Oct. 25	Canadian Pacific Ry Co. and certain employees, members of International Brotherhood of Maintenance - of - Way Employees	Employees.	C.P.R. System	5,000.	Concerning wages and Company's interpretation of shedule of rules.	Hon. Mr. Chief Justice Richard M. Meredith (C) 4; W. N. Tilley (E) 1; Henry Irwin (M) 1	Dec. 5	Jan 21..		Report of Board was accompanied by a minority report signed by Mr. Irwin. The majority report contained a recommendation to the effect that both sides should withdraw for the present their claims for charges in rules and rates. This recommendation was agreed to by both parties concerned.
Nov. 20	Grand Trunk Pacific Railway Co. and Machinists & Boilermakers, members of Lodges Nos. 484 and 559, International Association of Machinists, and Lodge No. 529, International Brotherhood of Boilermakers & Iron Shipbuilders.	Employees	G.T.P. System..	7000 dir.. 1,000 indir.	Concerning wages and conditions of employment.	Hon. Mr. Justice A. Haggart (C) 4; Wm. Cross (E) 1; Thos. J. Murray (M) 1.	Dec. 6	....	....	Proceedings unfinished.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1913-14.—*Continued.*

II. TRANSPORTATION AND COMMUNICATION—*Continued.*

1. Railways.—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1914									
Jan. 9	Canadian Northern Ry Co. and employees, members of International Brotherhood of Maintenance of Way Employees.	Employees...	C. N. R. lines.....	1,800 dir... 3,000 to 4,000 indir.	Concerning wages....	His Honour Judge R. D. Gunn (C) 3; W. N. Tilley (E) 1; Henry Irwin (M) 1	March 5.	.....	Proceedings unfinished.
Jan. 9	Grand Trunk Pacific Railway Co. and employees, members of International Brotherhood of Maintenance-of-Way Employees.	Employees...	G. T. P. Ry. lines	1,800 dir... 2,500 indir	Concerning wages....	His Honour Judge R. D. Gunn (C) 3; F. H. McGuigan (E) 1; Henry Irwin (M) 1.	Jan. 30..	Feb. 23.. Feb. 26..	Report of Board was accompanied by a minority report signed by Mr. Irwin. The recommendations contained in the majority report were accepted by both parties to the dispute.
Mar. 31	Canadian Pacific Ry. Co. and conductors, trainmen and yardmen, members of Order of Railway Conductors and Brotherhood of Railroad Trainmen.	Employees...	C. P. R. Western lines.	3,000 dir... 2,700 indir	Concerning demand for revision of schedule governing wages and conditions of employment.	.....	.....	.....	Proceedings unfinished.

2. Street Railways.

1913 June 25	British Columbia Electric Railway Co. and employees, members of Local Divisions No. 101 Vancouver, No. 109 Victoria and No. 134 New Westminster, Amalgamated Association of Street and Electric Railway Employees of America.	Employees...	Vancouver, Victoria and New Westminster, B.C.	2,000 dir... about 300 indir.	Concerning demand for new agreement of wages and working conditions.	Hon. Mr. Justice Denis Murphy (C) 3; H. O. Alexander (E) 1; M.B. Cotsworth (M) 1.	July 4..	Aug. 21.. Sept. 3..	Members of Board were unanimous in their findings regarding rules but differed on the question of wages, separate wage shedules being submitted with the majority and minority reports. The minority report was signed by Mr. Cotsworth. As the result of the investigation an agreement was entered into by both parties to the dispute.
1914									
Mar. 9	British Columbia Electric Railway Co. and	Employees.	Vancouver, Victoria and New	137 dir..... 1,563 indir.	Concerning Company's interpretation of cer-	Hon. Mr. Justice W. A. Macdonald (C)	Mar. 27	.....	Proceedings unfinished.

	employees, members of Local Division No. 101 Vancouver, No. 109 Victoria and No. 134 New Westminster, Amalgamated Association of Street and Electric Railway Employees of America.		Westminster, B.C		tain sections of existing agreement.	4; John Elliot (E) 1; Jas. H. McVety (M) 1.			
					3. Shipping.				
1913 June 6.	Maritime Dredging Co. and tug captain, tug firemen, and dredge workers, members of Tug Captains' Local No. 830, Tug Firemen's Local No. 802, and Dredge Workers Protective Association Local No. 470.	Employees.	St. John, N.B....	150 dir. 205 indir.	Concerning wages and conditions of employment.	Chas. H. Thomas (C) 4; John E. Moore (E) 1; J. E. Tighe (M) 1.	June 24.	Oct. 27.	A unanimous report was presented by the Board. The award was declared acceptable to the Company, but was not accepted by the employees concerned. No cessation of work occurred.
Oct. 14.	Certain Steamship Companies trading to the Port of St. John, N.B., comprising Allan Line, C.P.R. Steamship Lines Dominion Coal Co., Elder Dempster and Co., Furness Withy and Co., Head Line, New Zealand Shipping Co., Robert Reford Co., Ltd. (Donaldson Line) & longshoremen, most of them being members of Local No. 273, International Longshoremen's Association, also coal handlers and trimmers employed by the Dominion Coal Co., members of Local No. 180, International Longshoremen's Association	Employers	St. John, N.B..	1,049 .	Concerning wages, hours, and conditions of employment	Walter E. Foster (C) 3; John E. Moore (E) 1; J. E. Tighe (M) 1.	Oct. 22..	Nov. 14.. " 21..	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute. This report concerned all interests affected except the Dominion Coal Co. and its employees, a separate investigation being made in this case. In the former case the Shipping Companies and employees concerned bound themselves under Section 62 of the Act to abide by the award. In the latter case the award was also unanimous and was accepted by both parties concerned.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1913 Dec. 12	Certain Steamship Companies trading to the Port of St. John, N. B., comprising Allan Line. C. P. R. Steamships and Railway Lines, Head Line, Furness and Manchester Lines, New Zealand Shipping Co., Elder Dempster & Co., Robert Reford & Co, Donaldson Line, C. N. R. Line, and Red Cross Line, and marine warehouse, freight checkers, members of Marine Warehouse Freight Checkers' Union, Local No. 825, International Longshoreman's Association.	Employees.	St. John, N.B.....	225 dir... 1,600 indir.	Concerning wages, hours, and conditions of employment	G. Fred. Fisher (C) 3 Jos. R. Stone (E) 2 John E. Moore (M) 1.	1914 Jan. 8..	Feb. 7..	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute. The award was declared acceptable to the employees concerned, but was not accepted by the shipping companies. No cessation of work occurred.

1913 Mar. 14	Corporation of the City of Vancouver and certain employees, being scavengers, waterworks employees and maintenance and construction men, members of Civic Employees' Union and Local of International Union of Hod carriers, Building and Common Labourers	Employees	Vancouver, B.C.	1,200 dir... 1,200 indir	Concerning wages of waterworks men, also alleged discrimination against union men	Hon. Mr. Justice Denis Murphy (c) 3; H.O. Alexander (e) 1; Geo. E. McCrossan (m) 1.	April 5 ..	May 14..	A unanimous report was presented by the Board, making certain recommendation for the settlement of the dispute. The award was accepted by the Corporation of the City of Vancouver and was understood to be acceptable also to the employees concerned.

B.—INDUSTRIES OTHER THAN MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION, AND OTHER PUBLIC UTILITIES.

1913 April 5	Certain Boot and Shoe Manufacturers of the City of Quebec, namely, J. H. Larochelle, W. A. Marsh & Co., J. Ritchie & Co., and O. Goulet and employees, members of La Fraternité Nationale des Cordonniers - Machinistes de Québec.	Employees.	Quebec, Que.	25 dir ... 500 indir	Concerning wages and alleged breach of agreement.	Hon. H. Cyrias Pelletier (c) 4; Felix Marois (e) 1; Gaudiose Hébert (m) 1	April 28..	June 2.. June 18..	Report of Board was accompanied by a minority report signed by Mr. Hébert. The award was declared acceptable to the Companies concerned. The employees, however, refused to accept same. No general cessation of work occurred.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1912-13.

STATEMENT of Applications for Boards of Conciliation and Investigation and of Proceedings thereunder from April 1, 1912, to March 31, 1913.

A.—MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION AND OTHER PUBLIC SERVICE UTILITIES.

1. Appointed by the Minister, under Section 8, Sub-section 1, of the I. D. I. Act, on recommendation from party concerned.
2. Appointed by the Minister, under Section 8, Sub-section 2, of the I. D. I. Act, in the absence of a recommendation from party concerned.
3. Appointed by the Minister, under Section 8, Sub-section 3, of the I. D. I. Act, on the joint recommendation of the two members first appointed.
4. Appointed by the Minister, under Section 8, Sub-section 4, of the I. D. I. Act, in the absence of a joint recommendation by the two members first appointed.

1. MINING AND SMELTING INDUSTRY.

1. COAL MINES.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of disputes.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1912 June 4	Inverness Railway and Coal Co. and coal miners in its employ.	Employees.	Inverness, N.S.	500	Concerning wages, conditions of employment, and retention of dues for the Provincial Workmen's Association.	Finlay MacDonald, (C) 4; Major W. Ernest Thompson (E) 1; James Cameron Watters (M) 1.	Aug. 21	Oct. 9	A unanimous report was presented by the Board, in which it was stated that an agreement had been reached by the parties concerned.

2. METAL MINES.

July 3	Britannia Mining and Smelting Co. and employees, members of Britannia Miners' Union	Employees.	Britannia Mines, B.C.	300	Concerning wages, conditions of employment, and recognition of union.	Jas. A. Harvey, K.C. (C) 4; W. Ernest Burns (E) 1; George Heatherton (M) 1.	Aug. 6	Sept. 16	Report of Board was accompanied by a minority report signed by Mr. Burns. The employees concerned accepted the award of the majority of the Board, but the company declined to do so. Mining operations were continued until February 18, when the alleged dismissal by the company of one of the union officials brought the existing dissatisfaction to a head and a strike was declared, which had not been terminated at the end of the fiscal year.

1912									
*July 20	McEnaney Mines, Ltd. and employees, members of Porcupine Miners' Union No. 145, W. F. M.	Employees	Porcupine, Ont.	40 dir.. 1,000 indir.	Concerning proposed reduction in wages.	Peter McDonald, (c) 4; H. E. T. Haultain (e) 1; Wm. C. Thompson (m) 1.	Aug. 23.	Nov. 7. Oct. 21	Report of Board was accompanied by a minority report signed by Mr. Thompson. The majority report was not acceptable to the employees concerned, and on November 15 a strike was declared, which was practically ended on June 21, 1913, an arrangement having been made by which, although the strike was not officially called off, the men were permitted by the Union to return to work.
*July 26	McIntyre - Porcupine Mines, Ltd., Jupiter Mines, Ltd., Vipond Porcupine Mines, Ltd., and Plenaurum Mines, Ltd., and employees, members of Porcupine Miners' Union No. 145, W. F. M.	Employees	Porcupine, Ont.	225 dir. 1,000 indir.	Concerning proposed reduction in wages.				
†Nov. 30	Fort Steele Mining & Smelting Co. and employees, members of Kimberley Miners' Union No. 100, W. F. M.	Employees	Kimberley, B.C.	140	Concerning wages.				
†Dec. 3	Standard Silver Lead Mining Co., Ltd., Van Roi Mines, Ltd., Silverton Mines United, and employees, members of Silverton Miners' Union No. 95, W. F. M.	Employees	Silverton, B.C.	325 dir. 50 indir.	Concerning wages.				
†Dec. 3	Queens Mines, Inc., and employees, members of Ymir Miner's Union No. 85, W. F. M.	Employees	Sheep Creek, B.C.	45 dir. 200 indir.	Concerning wages	W. S. Bullock Webster (c) 3; Chas. R. Hamilton (e) 1; J. N. Bennett (m) 1.	Dec. 21	Feb. 4 Jan. 27	Report of Board was accompanied by a minority report signed by Mr. Bennett. The majority report of the Board found against the demands of the employees. No cessation of work occurred.

*The two applications here recorded are regarded as one in the tabular statement.

†The five applications here recorded are regarded as one in the tabular statement.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1912-13.—*Continued.*

I. MINING AND SMELTING INDUSTRY—*Continued*

2. Metal Mines—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1912 †Dec. 9	Lucky Jim Zinc Mine, Ltd., Rambler Cariboo Mines, Surprise Mine, Hope Mine, Noble Five Mines, Richmond Eureka Mines and Idaho-Alamo Mines, and employees, members of Sandon Miners' Union No. 81. W.F.M.	Employees...	West Kootenay, B.C.	210 dir..... 90 indir.	Concerning wages....				
†Dec. 10	Blue Bell Mine, No. 1 Mine, Highland Mine, Hope Mine, Silver Horde Mine, Molly Gibson Mine, Eureka Mine, Poorman Mine, and employees, members of Nelson Miners' Union No. 96, W. F. M.	Employees...	Nelson, B.C.....	300.....	Concerning wages....				

II. TRANSPORTATION AND COMMUNICATION.

1. Railways.

1912 Mar. 11	Canadian Pacific Ry. Co., and freight handlers and clerks, members of Winnipeg Division No.177, Brotherhood of Railroad Freight Handlers and Railway Clerks.	Employees...	Winnipeg, Man...	220 dir.... 230 indir..	Concerning alleged discrimination by company against members of the union and dismissals.	Hon. Mr. Justice H. A. Robson (C) 4; Chas. P. Fullerton (E) 2; Thos. J. Murray (M) 1.	April 3..	May 3..	A unanimous report was presented by the Board, in which it was stated that the company had re-employed all the employees who wished to return to work.

†The five applications here recorded are regarded as one in the tabular statement.

1912									
April 29	Canadian Northern Ry. Co. and Train Service Organizations	Employees.	C.N.R. lines.	2,000	Concerning the proposed displacement of train crews of the Canadian Northern Ry. by the Midland Ry. Co. which had acquired running rights over the Canadian Northern line from Winnipeg to Emerson.	R. Max Denistoun (E) 1; L. L. Peltier (M) 1.	.....	.....	Pending the final constitution of the Board a satisfactory arrangement was arrived at by by the parties concerned.
May 8	Canadian Northern Coal and ore Dock Co., Ltd., and coal handlers, most of whom were members of Coal Handlers' Local No. 319.	Employees.	Port Arthur, Ont.	90	Concerning alleged breach of agreement by company, also concerning wages, recognition of union, and demand for yearly conference between company and employees.	His Honour Judge John McKay (C) 1 George F. Horrigan (E) 1. Frederick Urry (M) 1	May 22.	July 19. July 22.	Report of Board was accompanied by a minority report signed by Mr. Urry. The majority report of the Board was in favour of the company. The employees refused to accept same and declared a strike on July 29, which continued until August 5, when an agreement was reached which provided for certain increases in pay and the reinstatement of certain former employees.
June 28	Canadian Pacific Ry. Co., and employees in station and telegraph service, members of the Order of Railroad Telegraphers.	Employees	C. P. R. system	1,800 dir. 8,000 indir.	Concerning wages and amendment of conditions of service.	Peter McDonald, (C) 1. J. E. Duval (E) 1. J. G. O'Donoghue (M) 1.	July 22. Sept. 6.	Sept. 4	Report of Board was accompanied by a minority report signed by Mr. J. G. O'Donoghue. The majority report was accepted by the company but was not accepted by the employees concerned. As a result of further conferences between the parties an agreement was reached, effective, regarding wages from August 1, 1912, and hours, overtime rates and other changes from October 1, 1912. The threatened strike was thereby averted.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1912-13.—*Continued.*

II. TRANSPORTATION AND COMMUNICATION—*Continued.*

1. RAILWAYS—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
Nov. 21	Canadian Pacific Ry. Co., and freight handlers, freight clerks, etc., members of the Canadian Brotherhood of Railroad Employees.	Employees...	Ottawa Division of the C. P. R., Port Arthur and Fort William.	1,300 dir.. 15,000 indir	Concerning alleged unfair dismissals and refusal of company to negotiate with employees respecting schedule of rules and rate of pay.	His Honour Judge D. McGibbon (C) 4. J. E. Duval (E)1. J. A. McDonald, (M)1.	Nov. 28...	Dec. 11...	Report of Board was accompanied by a minority report signed by Mr. Duval. Prior to the date of the application the employees had gone on strike and remained out from November 1 until February 3, when the department was informed that an agreement had been reached by the parties concerned and the employees had accordingly resumed work.
Dec. 9...	Intercolonial Ry. of Canada and locomotive engineers, members of the Brotherhood of Locomotive Engineers.	Employees ..	I. C. R. lines.....	8 dir..... 350 indir..	Concerning employees' demand for reinstatement of certain employees and for payment for time lost to these and to others who had been suspended.	....	.....	.....	Proceedings under Act were stayed pending further negotiations between the Government Railways Managing Board and the Brotherhood of Locomotive Engineers. No further action by the Department was necessary.
1913 Jan. 31..	Intercolonial and Prince Edward Island Railways, and certain employees, members of the Inter. Association of Machinists, Inter. Association of Blacksmiths and Helpers, Brotherhood of Railway Carmen of America, Inter. Association of Boilermakers, and Inter. Association of Boilermakers' Helpers.	Employees...	I.C. and P.E.I. Railway line.	1,500	Concerning employees' demand for revision of schedules and for an eight hour day.	.....	.....	.....	Proceedimgs under Act were stayed pending negotiations between the Minister of Railways and Canals and a committee of the employees concerned, which resulted in a settlement of the matters in dispute.

Mar. 11	Canadian Northern Ry. Co. and certain employees, members of the Order of Railway Conductors	Employees.	C. N. R. lines .	450 dir. 2,200 indir	Concerning employees' demands for various changes in existing schedule, including wages, hours and working conditions.	Hon. Mr. Justice A. Haggart (C) 3. Wm. Cross (L) 1. J. Harvey Hall (M) 1	Mar. 29		Proceedings unfinished.
Mar. 31	Canadian Pacific Ry. Co. and certain employees, members of the Brotherhood of Locomotive Firemen and Enginemen.	Employees.	Alberta Division of C.P.R.	2,659 dir... 7,000 indir	Concerning alleged breach of agreement by company.				Proceedings unfinished.

2. Street Railways

1912 May 9	Ottawa Electric Ry. Co. and employees, members of Division No. 279, Amalgamated Association of Street and Electric Ry. Employees of America.	Employees...	Ottawa, Ont. . . .	425. .	Concerning refusal of company to accept terms proposed by the employees providing for increased wages, shorter hours and improved working conditions.	Hon. Mr. Justice J. M. McDougall (C) 4; Travers Lewis, K.C. (L) 1; P. M. Draper (M) 1	May 18	June 13	A unanimous report was presented by the Board making certain recommendations for the settlement of the dispute, which were accepted by both parties concerned.
July 18	Halifax Electric Tramway Co. and employees, members of Division No. 508, Amalgamated Association of Street and Electric Ry. Employees of America	Employees. .	Halifax, N.S.. . .	125 dir. . . . 50 indir.	Concerning wages and conditions of employment as set forth in schedule submitted.	His Honour Judge W. B. Wallace (C) 3; George S. Campbell (L) 1; John T. Joy (M) 1	Aug. 1	Aug. 22	A unanimous report was presented by the Board embodying the terms of an agreement which had been arrived at by the parties concerned.
Aug. 29	Quebec Railway, Light, Heat and Power Co. and street railway employees, members of Fraternité Nationale No. 1, Employés de Tramway	Employees. .	Quebec, Que..	231 dir. . 30 indir	Concerning wages, recognition of union and reinstatement of certain employees.	Hon. Mr. Justice C. E. Dorion (C) 3 J. L. Perron (E) 1; J. P. N. Simard (M) 1.	Sept. 25	Dec. 12	A unanimous report was presented by the Board, embodying an agreement signed by both parties concerned.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1912-13.—*Continued.*

II TRANSPORTATION AND COMMUNICATION—*Continued.*

2.—STREET RAILWAYS—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
Sept. 18	Hull Electric Ry. Co. and employees members of Division No. 591, Amalgamated Association of Street & Electric Railway Employees of America.	Employees..	Hull, Que..	68 dir.... 74 indir.	Concerning wages and conditions of employment.	Peter McDonald (C) 4; George D Kelly (E) 1; George C. Wright, (M) 1.	Oct. 1..	Nov. 2..	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute which were accepted by both parties concerned.
Sept. 25	Cities of Port Arthur and Fort William and employees in street railway service.	Employees...	Port Arthur and Fort William, Ont.	72 dir..... Most of industrial workers in the two cities indir.	Concerning alleged breach of agreement and alleged unsatisfactory investigation of charges.	George H. Rapsey (C) 3; Wm. P. Cooke (E) 1; Frederick Urry (M) 1.	Oct. 7..	Dec. 16..	The report was signed by all three members of the Board, Mr. Urry, however, dissenting in one particular. At a meeting of the Joint Board of Management a resolution was adopted accepting the findings of the Board.

3. SHIPPING.

1912									
Sept. 11	Certain Steamship Companies doing business at the port of Halifax, viz. Pickford and Black, Furness-Withy Co., T. A. S. De Wolfe and Son, Canada Atlantic and Plant SS. Co. Cunard Co., Royal Steamship Co., and employees, members of Halifax Longshoremen's Association.	Employees..	Halifax, N.S.....	500.....	Concerning wages.. ..	His Honour Judge W. B. Wallace (C) 3; George A. McKenzie (E) 1; Arthur M. Hoare (M) 1.	Sept. 21..	Oct. 15..	A unanimous report was presented by the Board, in which it was stated that an agreement had been arrived at by both parties concerned, effective from October 15, 1912 to December 31, 1913.

4. Telephones.

Mar. 17	British Columbia Telephone Co. and employees, members of Local Union No. 213 Inter. Brotherhood of Electrical Workers.	Employer	Lines of British Columbia Telephone Co.	320	Concerning wages and conditions of employment.	. . . . .	. . . .	. . . .	Through the good offices of the department, conferences were arranged between the officials of the company and a committee of the men, who had ceased work on March 15. These conferences resulted in a settlement of the main points at issue. The men returned to work on March 24.

III. MUNICIPAL PUBLIC UTILITIES.

1912 Mar. 14	Corporation of the City of Vancouver and certain employees, being scavengers, waterworks employees, and maintenance and construction men members of Civic Employees' Union and Local of Inter. Union of Hodcarriers, Building and Common Labourers.	Employees. .	Vancouver, B.C. . .	1,200 dir. . . 1,200 indir.	Concerning wages of waterworks men, also alleged discrimination against union men.	H. O. Alexander (E) 1; George E. McCrossan (M) 1.	. .	. . . .	At the close of the fiscal year the Board had not been completed by the appointment of a chairman.

B.— INDUSTRIES OTHER THAN MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION, AND OTHER PUBLIC SERVICE UTILITIES.

1913 Jan. 9	Ottawa Car Co., Ltd., and machinists, blacksmiths and helpers, members of Lodge No. 412, Inter. Association of Machinists and Lodge No. 446, Inter. Brotherhood of Blacksmiths and helpers.	Employees. . .	Ottawa, Ont. . . .	69 . . .	Concerning wages and hours.	Hamnett P. Hill (C) 3; George F. Henderson (E) 1; James Cameron Watters (M) 1.	Jan. 11	Jan. 17. .	A unanimous report was presented by the Board, embodying an agreement signed by both parties to the dispute, effective for one year from January 17, 1913.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1911-12.

STATEMENT of Application for Boards of Conciliation and Investigation and of Proceedings thereunder from April 1, 1911, to March 31, 1912.

A.—MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION AND OTHER PUBLIC UTILITIES.

1. Appointed by the Minister, under Section 8, Sub-section 1, of the I. D. I. Act, on recommendation from party concerned.
2. Appointed by the Minister, under Section 8, Sub-section 2, of the I. D. I. Act, in the absence of a recommendation from party concerned.
3. Appointed by the Minister, under Section 8, Sub-section 3, of the I. D. I. Act, on the joint recommendation of the two members first appointed.
4. Appointed by the Minister, under Section 8, Sub-section 4, of the I. D. I. Act, in the absence of a joint recommendation by the two members first appointed.

I. MINING AND SMELTING INDUSTRY.

1. COAL MINES.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of disputes.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1911 April 13	Western Coal Operators' Association and employees, members of District No. 18, United Mine Workers of America.	Employees...	Eastern British Columbia and Southern Alberta.	6,000 dir... an indefinite number indir.	Concerning making of new agreement.	Rev. C. W. Gordon, D. D. (C); Colin Macleod (E) 1; A. J. Carter (M) 1.	April 21..	July 10.. July 11..	The employees concerned in this dispute ceased work on March 31, 1911, on the termination of a two years' agreement with the employing companies. A Board was established by request of the employees on April 18. The Board's report was accompanied by a minority report by Mr. Carter. The operators signified their willingness to negotiate an agreement along the general lines suggested by the Board in its majority report; the employees on the other hand, accepting the minority report of Mr. Carter. The majority of the mines remained closed down until the middle of November, when a new agreement was signed by the parties concerned effective to March 31, 1915.

1911 Oct. 23	Alberta Coal Mining Co. Ltd., and employees	Employer..	Cardiff, Alta..	80	Concerning wages and conditions of employment.	J. Norman Fraser (C) 3; O. Hannah (E) 1; Clement Stubbs, (M) 1.	Nov. 27	Dec. 21..	Report was signed by all three members of the Board, with slight objections noted by MM. Hannah and Stubbs. After the award of the Board had been communicated to both parties concerned there was a cessation of work for a few days. The department was later informed that a settlement had been reached on the basis of the Board's findings, and work resumed.

2. Metal Mines.

1911 May 25	Hudson Bay Mining Co., Ltd., and employees, members Gowganda Miners' Union No. 154, W F M	Employees	Gowganda, Ont..	30	Concerning reduction in wages.	George Ritchie, K.C (C) 4; Prof. John Sharp (E).; Duncan J. McDonell (M) 1.	June 9..	July 10	Report of Board was accompanied by minority report signed by Mr. McDonell. The employees, being unwilling to accept the Board report, declared a strike, of which no formal settlement was reported. Operations were resumed in the company's mine at the end of July.

II. TRANSPORTATION AND COMMUNICATION

1. Railways.

1911 May 11	Michigan Central Ry Co. and sectionmen	Employees.	St. Thomas, Ont..	1,200 to 1,400	Concerning proposed reduction in wages	. . . . .	. . . . .	. . . . .	The employees concerned in this dispute ceased work on May 1, on account of a proposed reduction in their rate of pay. Application was later made by the employees for the establishment of a Board. Whilst communications were passing between the department and the employees an officer of the department proceeded to St. Thomas at the Minister's request, for the purpose of conferring with the parties concerned. As a result the company restored the scale of wages which had existed prior to May 1, 1911, and announced its willingness to re-engage those who had ceased work.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1911-12.—*Continued.*

II. TRANSPORTATION AND COMMUNICATION—*Continued.*

1. RAILWAYS.—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
May 17	Canadian Northern Coal and Ore Dock Co., Ltd., and employees, members of Coal Handlers' Union No. 319.	Employees...	Port Arthur, Ont..	150 dir.... 200 indir...	Concerning wages and conditions of employment.	His Honour Judge John McKay (C); George F. Horrigan (E) 1; Andrew Boyd (M) 1.	June 2..	June 19..	A unanimous report was presented by the Board in which it stated that a settlement had been effected of all points at issue, an agreement effective from May 1, 1911, to April 30, 1912, having been signed by both parties.
May 17	Quebec and Lake St. John Ry. Co., and car men, members of the Brotherhood of Railway Carmen of America.	Employees...	Quebec, Que.....	80 dir..... 15 indir.	Concerning wages and conditions of employment.	.....	.....	.....	Whilst proceedings looking to the establishment of a Board were in progress, the department was informed that a settlement had been reached on the various points at issue.
July 18	Grand Trunk Ry. Co., and Machinists, members of the International Association of Machinists.	Employees..	G. T. R. System..	2,000 dir... 6,000 indir.	Concerning demand for a new schedule of rules and rates of pay pay	Hon.. Mr. Justice J. V. Teetzel (C) 3; Hon. Wallace Nesbitt, K. C., (E) 1; J. G. O'Donoghue (M) 1.	Oct. 11..	Oct. 23..	Report was signed by all three members of the Board, Mr. O'Donoghue, however, dissenting in certain particulars. Department was informed that the findings of the Board were not acceptable to the employees concerned. No cessation of work, however, occurred.

1911 July 31.	Grand Trunk Pacific Ry. Co., and Machinists, members of the Inter. Association of Machinists.	Employees.	G.T.P. Ry. System.	150	Concerning wages and hours, and conditions of employment, also demand for schedule.	Dr. J. W. Sparling, (C)4. Rev. J. L. Gordon† (E)2. Thos. J. Murray, (M)1.	Oct. 12.	Oct. 28.	A unanimous report was presented by the Board which was favourable to the employees concerned and was accepted on their behalf. The company, in a letter dated November 2, declined to accept the Board's findings. On October 6, the company's shops at Edmonton and Rivers were closed down, and the employees concerned declared a strike on October 10, which continued until December 13, 1912, when an agreement was reached by the parties concerned.*
Aug. 8.	Grand Trunk Pacific Ry. Co and boilermakers, members of the Inter. Brotherhood of Boilermakers, Iron Shipbuilders and Helpers of America.	Employees.	G.T.P. System	150	Concerning wages, hours and conditions of employment; also demand for schedule.				
Sept. 11.	Canadian Pacific Ry. Co., and various employees, members of the Canadian Brotherhood of Railroad Employees.	Employees.	Calgary and Medicine Hat, Alta	6,500 dir. 6,500 indir.	Concerning alleged discrimination against members of union.	John Anthony McDonald (M)1.	.....	.....	Proceedings discontinued.
Nov. 14	Quebec Central Ry. Co and telegraph and station employees, members of the Order of Railroad Telegraphers.	Employees.	Quebec Central Ry. lines.	70	Concerning demand for a new schedule of rules and rates of pay.	.....	.....	.....	Pending establishment of Board a settlement was reached.

*The two applications here recorded are regarded as one in the tabular statement.
†Honourable Wallace Nesbitt, K.C., was at first appointed a member of the Board, but, being unable to act, withdrew on October 5.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1911-12.—*Continued.*

II. TRANSPORTATION AND COMMUNICATION.—*Continued*

1. RAILWAYS—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
Dec. 12.	Michigan Central Ry. Co., and station agents, telegraph and telephone operators, and tower men, members of the Order of Railroad Telegraphers.	Employees.	M.C.R. lines in Canada.	115 dir. 3,000 indir.	Concerning demand for the adoption of certain amendments to the existing schedule	Peter McDonald (C) 4. J. E. Duval (E)1. J. G. O'Donoghue (M)1.	Jan. 17.	Mar. 12.	Report of Board was accompanied by a minority report signed by Mr. Duval. As a result of the enquiry the company granted an increase of wages and made certain modifications in its rules governing the employment of its station agents, telegraphers, etc. No cessation of work occurred.
Dec. 29.	Pere Marquette Ry. Co., and maintenance-of-way employees and pump men, Members of the Inter. Brotherhood of Maintenance - of - Way employees.	Employees.	Buffalo Division of the Pere Marquette Ry.	140.	Concerning wages, hours, and demand for a set of rules governing both the foregoing.	Hon. Chief Justice Sir Glenholme Falconbridge (C)3. Hon. Wallace Nesbitt, K.C. (E)1. J. G. O'Donoghue (M)1.	Jan. 20.	Feb. 19.	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute, which were accepted by both parties concerned.
1912 Mar. 11.	Canadian Pacific Ry. Co., and railroad freight handlers and railway clerks, members of Winnipeg Division, No. 177, Brotherhood of Railroad Freight Handlers and Railway Clerks	Employees.	Winnipeg, Man.	220 dir. 230 indir.	Concerning alleged discrimination by company against members of the union.	Chas. P. Fullerton, (E)2; Thos. J. Murray, (M)1.			At the close of the fiscal year the Board had not been completed by the appointment of a chairman.

2. Street Railways.

1911 June 19	Montreal Street Ry. Co., and employees, members of the Amalgamated Association of Street and Electric Railway Employees of America No. 328.	Employees.	Montreal, Que. . .	30 dir. . . 1,970 indir.	Concerning dismissal of certain employees and alleged discrimination against them as members of union.	1911 Hon. Justice Thos Fortin (C)4. J. L. Perron, K.C. (E)1. Charlemagne Rodier (M)1.	Aug. 11	. . .	Board restained from proceeding by order of court pending determination of an application by the company to the Superior Court for a writ of injunction, declaring the Industrial Disputes Investigation Act to be ultra vires.

3. Commercial Telegraphy.

1911 Mar. 3	Great North Western Telegraph Co., of Canada, and telegraphers, members of the Commercial Telegraphers' Union of America.	Employees.	All offices operated by the G.N.W. Telegraph Co. of Canada.	200 dir. . . 1,100 indir.	Concerning wages and conditions of employment; also alleged discrimination against members of the union.	Hon. Mr. Justice J. V. Teetzel (C)3. Frederick H. Markey (E)1. D. Campbell (M)1	Mar. 30	July 17.	Report of Board was signed by all three members, Mr. Markey and Mr. Campbell, however, each dissenting on one point. The findings of the Board were accepted by both parties concerned.

4. Telephones.

1911 Sept. 6.	British Columbia Telephone Co., and employees, members of Local Union 213 Inter. Brotherhood of Electrical Workers.	Employees. .	Lines of the B.C. Telephone Co.	220 . .	Concerning wages and company's attitude toward union men.	John H. Senkler, K.C. (C)3. William M. Barker (E)1. Chas. Enright (M)1.	Oct. 6. . . .	Nov. 28 .	Report of Board was accompanied by a minority report signed by Mr. Barker. The department was not informed of the acceptance or non-acceptance by either party of the Board's findings. No cessation of work, however, occurred.

III. MUNICIPAL PUBLIC UTILITIES.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1911 May 27.	Cities of Port Arthur and Fort William, Ont., and electrical workers, members of Inter. Brotherhood of Electrical Workers of America, Local Union No. 339	Employees...	Port Arthur and Fort William, Ont.	32 dir... 66 indir...	Concerning wages and hours.	Rev. S. C. Murray D.D. (C)3. J. Dix Fraser (E)1. C. W. Foster (M)1.	June 8...	July 3.....	A unanimous report was presented by the Board in which it was stated that an agreement had been signed by both cities and their electrical workers, the agreement being effective for one year, from June 1, 1911.
May 29.	City of Edmonton, Alta., and electrical workers, members of Inter. Brotherhood of Electrical Workers of America, Local Union No. 544.	Employees...	Edmonton, Alta..	35.....	Concerning wages and conditions of employment.	Hon. Mr. Justice H. C. Taylor (C)3. Arthur W. Ormsby (E)1. W. Symonds (M)1.	June 9....	July 5.....	A unanimous report was presented by the Board in which it was stated that a schedule of wages and a set of rules for each department had been drawn up and accepted by both parties to the dispute, effective from July 1, 1911, to May 1, 1913.

B.—INDUSTRIES OTHER THAN MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION, AND OTHER PUBLIC UTILITIES.

1911 April 3.	John Ritchie Co. Ltd., William A. Marsh Co. Ltd., Gale Bros. and J. M. Stobo, boot and shoe manufacturers, Quebec, and employees.	Employees.	Quebec, Que. ...	68 dir. . 875 indir..	Concerning wages ..	Dr. G. W. Jolicœur (C)3. Félix Marois (E)1. Joseph Alphonse Langlois (M)1.	April 24...	June 26..	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute. It was understood that the Board's findings were accepted by the parties concerned.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1910-11.

STATEMENT of Applications for Boards of Conciliation and Investigation and of Proceedings thereunder from April 1, 1910, to March 31, 1911.

A.—*MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION AND OTHER PUBLIC SERVICE UTILITIES.*

1 Appointed by the Minister, under Section 8, Sub-section 1, of the I. D. I. Act, on recommendation from party concerned.
2 Appointed by the Minister, under Section 8, Sub-section 2, of the I. D. I. Act, in the absence of a recommendation from party concerned.
3 Appointed by the Minister, under Section 8, Sub-section 3, of the I. D. I. Act, on the joint recommendation of the two members first appointed.
4 Appointed by the Minister, under Section 8, Sub-section 4, of the I. D. I. Act, in the absence of a joint recommendation by the two members first appointed.

I. MINING AND SMELTING INDUSTRY.

1. COAL MINES.

Date of receipt of application.	Parties to Dispute.	Party making application	Locality.	No. persons affected.	Nature of disputes.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1910 Jan. 5	Alberta Coal Mining Co. and employees.	Employer	Cardiff, Alta.	35 dir. 25 indir.	Concerning wages and conditions of employment.	R. G. Duggan (C)3. J. O. Hannah (E)1. Clement Stubbs (M)1.	Jan. 17..	Apr. 2...	A unanimous report was presented by the Board making certain recommendations for the settlement of the dispute, which were understood to have been accepted by both parties concerned, a strike being thereby averted.
Apr. 18..	Canadian - American Coal and Coke Co., and employees, members of Frank Local No. 1263, U.M.W.A.	Employer	Frank, Alta.	262	Concerning making of new agreement and recognition of U.M.W.A.	I. S. G. VanWart (C)4. Colin MacLeod (E)1. Clement Stubbs (M)1.	Apr. 29....	June 4....	Settlement arrived at by chairman without Board being formally convened; settlement effective to March 31, 1911.
Oct. 26.	Crowsnest Pass Coal Co., Ltd., and employees, members of District No. 18, U.M.W.A.	Employees	Fernie, B.C.	3,000.	Concerning alleged breach of agreement, and increased charge for special train.	I. S. G. VanWart (C)4. W. S. Lane (E)1. Clement Stubbs (M)1.	Nov. 18...	Feb. 18....	Board effected settlement which was understood to be acceptable to both parties concerned, a strike being thereby averted.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1910-11.—*Continued.*

I. MINING AND SMELTING INDUSTRY.—*Continued.*

1. Coal Mines.—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (c) Chairman; (e) Employer; (m) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1911 Jan. 16..	North Atlantic Collieries Co., Ltd., and employees, members of Local Union, No. 2173, District No. 26, U.M.W.A.	Employees...	Port Morien, N.S.	110 dir... 150 indir..	Concerning reduction in wages and conditions of employment.	Prof. Robt. Magill (c)4. Duncan G. MacDonald (e)2. AlexanderMcKinnon (m)1.	Mar. 9....	Mar. 23...	During proceedings for establishment of Board, company went into liquidation and mines were accordingly closed down.
June 7..	The Wettlaufer Silver Mining Co., Ltd., and certain employees.	Employees...	South Lorrain, Ont.	35 dir..... 30 indir..	Concerning reduction in wages.	George Ritchie (c)4. R. F. Taylor (e)1. Chas. H. Lowthian (m)1.	Feb. 20....	Feb. 28....	A unanimous report was presented by the Board making certain recommendations for settlement of dispute. No cessation of work occurred.

II. TRANSPORTATION AND COMMUNICATION.

1. Railways.

1910 Mar. 17.	Toronto, Hamilton and Buffalo Ry. Co., and its conductors, baggagemen, brakemen and yardmen.	Employees.	All lines of T. H. & B. Ry.	101 .	Concerning employees' demand for increased compensation and improved conditions.	J. E. Atkinson (c)4. F. H. McGuigan (e)1. J. G. O'Donoghue, (m).	April 6.	. . .	Agreement was reached between parties concerned without Board having been convened. The terms of settlement of this dispute were understood to correspond closely to the terms of settlement of a similar dispute between the C.P.R. and its employees in train and yard service.

Mar. 17	Canadian Pacific Ry. Co. and its conductors, baggagemen, brakemen and yardmen.	Employees.	All lines of C.P. Ry.	4,360	Concerning employees' demand for increased compensation and improved conditions.	J. E. Atkinson (C) 4; Wallace Nesbitt (L) 1 J. G. O'Donoghue (M) 1.	Mar. 31...	June 22...	Report of Board was accompanied by a minority report signed by Mr. J. G. O'Donoghue, member appointed on the recommendation of the employees. Upon receipt of these reports negotiations were resumed between the company and the employees concerned, which resulted, on July 21, in an agreement to continue in force until terminated by thirty days' notice in writing. The agreement was understood to be in some respects similar to, but in other particulars different from, the terms of settlement proposed by the Board, and was said to correspond closely both in respect of rates of wages and rules to standard rates and rules existing on a number of the principal railway systems in the Eastern States.
Mar. 17	Grand Trunk Ry. Co and its conductors, baggagemen, brakemen and yardmen	Employees .	All lines of G.T.R. system	3,017.	Concerning employees' demand for increased compensation and improved conditions	J. E. Atkinson (C) 4; Wallace Nesbitt (L) 1; J. G. O'Donoghue (M) 1.	April 6	June 22	Report of Board was accompanied by a minority report signed by Mr. Wallace Nesbitt, K. C., member appointed on the recommendation of the company. Upon receipt of these reports negotiations were resumed between the company and the employees concerned for settlement of the differences in question. These negotiations were continued up till July 18, when a strike was declared of the employees concerned. Strike continued up till August 2, when it was announced that a settlement had been arrived at through Government intervention, the strike being declared off.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1910-11.—*Continued.*

II. TRANSPORTATION AND COMMUNICATION—*Continued.*

1. RAILWAYS—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
Mar. 19	Grand Trunk Pacific Ry. Co. and telegraph and station employees.	Employees...	G.T.P. lines..	75.....	Concerning rules and rates of pay.	His Honour Judge D. McGibbon (C) 3; Donald Ross (E) 2; W. T. J. Lee (M) 1.	April 22	July 7..	A unanimous report was presented by the Board, which made certain recommendations for the settlement of the dispute. No cessation of work occurred.
Mar. 22	Dominion Atlantic Ry. Co. and employees.	Employees...	Kentville, N.S....	4 dir..... 25 indir..	Concerning terms of employment and dismissal of certain employees.	Honourable John N. Armstrong (C) 4; McCallum Grant (E) A. R. Mosher (M) 1.	April 29	May 12..	Report of Board was accompanied by a minority report signed by Mr. Aaron A. R. Mosher, member appointed on behalf of the employees, which was accepted by them. The department was informed by the company that there would be no discrimination on its part between union and non-union men. No cessation of work occurred.
May 2	Canadian Northern Ry. Co. and its blacksmiths, members of Blacksmiths' Railway Union No. 147.	Employees...	Winnipeg, Man...	30.....	Concerning demand for new working agreement, increased wages and shorter hours.	.....	.....	.....	No Board established, settlement having been arrived at between the parties concerned.
May 2	Canadian Northern Ry. Co. and its blacksmiths' helpers, members of Blacksmiths' Helpers Lodge No. 335.	Employees	Winnipeg, Man.	Between 30 and 40.	Concerning demand for new working agreement, increased wages and shorter hours.	.....	.....	.....	No Board established, settlement having been arrived at between the parties concerned.

May 2	Canadian Northern Ry. Co and its machinists, members of Fort Garry Lodge No. 189, International Association of Machinists	Employees.	Winnipeg, Man.	325	Concerning demand for new working agreement and increased wages.				No Board established, settlement having been arrived at between the parties concerned.
May 2	Canadian Northern Ry. Co and its machinists' helpers, members of Federal Union, No. 4.	Employees.	Winnipeg, Man.	57	Concerning demand for new working agreement, increased wages and shorter hours.				No Board established, settlement having been arrived at between the parties concerned.
May 2	Canadian Northern Ry. Co. and its moulders, members of Moulders' Union No. 174.	Employees.	Winnipeg, Man	13	Concerning demand for new working agreement, increased wages and shorter hours.				No Board established, settlement having been arrived at between the parties concerned.
May 2	Canadian Northern Ry. Co. and certain employees, members of Brotherhood of Railway Carmen, Northern Star No. 371, and Plumbers, Gas and Steamfitters Union No. 479.	Employees.	Winnipeg, Man.	432	Concerning demand for new working agreement, increased wages and shorter hours.	Wm. Elliott Macara (C) 3; David H. Cooper (E) 1; Philip C. Locke (M) 1	May 23.	June 28.	Board presented a unanimous report making certain recommendations for a settlement. Award was not accepted by employees concerned, some of whom declared strike on July 7. Strike continued until September 27, when the men returned to work on the terms of the Board's award.
1910									
May 2	Canadian Northern Ry. Co. and its boilermakers, boilermakers' specialists and boilermakers' helpers, members of Boilermakers and Iron Ship Builders of America, Fort Garry, No. 451, and Boilermakers, Iron Ship Builders and Helpers, No. 212	Employees.	Winnipeg, Man.	170	Concerning demand for new working agreement, increased wages and shorter hours.	David H. Cooper (E) 1.			Pending establishment of Board a settlement was arrived at between parties concerned.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1910-11.—*Continued.*

II. TRANSPORTATION AND COMMUNICATION—*Continued.*

RAILWAYS—*Continued*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
							1911	1911	
June 21	Intercolonial Prince Edward Island Railways and telegraphers, train despatchers and station agents, members of Order of Railroad Telegraphers.	Employees.	Canadian Government railway system.	490	Concerning proposed amendments to schedule and alleged mistreatment of certain employees.	His Honour Judge John A. Barron (C) 3; J. H. Gilmour (E) 1; J. G. O'Donoghue (M) 1	Jan. 4	Feb. 20	Establishment of Board was postponed owing to arrangements being made for a conference between the Government Railways Managing Board and representatives of the employees concerned. A request was received from the employees on November 14, 1910, for a Board, no settlement having been arrived at. A unanimous report was received making certain recommendations for the settlement of the dispute, which were accepted by the Government Railways Managing Board and by the employees.
June 28	Grand Trunk Ry. Co. and brass workers in Montreal, members of Brass Workers, Local 320.	Employees.	Montreal, Que.	24	Concerning demand for minimum rate of 30 cents per hr.	A. G. B. Claxton (C) 4; Wm. Aird (E) 1 C. Rodier (M) 1.	July 13	July 30 Aug. 2	Report of Board was accompanied by a minority report, signed by Mr. Wm. Aird, member appointed on behalf of the company. Report was accepted by the employees concerned. No cessation of work occurred.

Sept 3	Canadian Pacific Ry Co. and maintenance of way employees	Employees	C.P.R. system in Canada.	4,000	Concerning demand for increased wages and revision of schedule	His Honour Judge D. McGibbon (C) 4; F.H. McGuigan (E) 1; W. T. J. Lee (M) 1.	Sept. 21	Mar. 1. Mar. 4	Report of Board was accompanied by a minority report signed by Mr. F. H. McGuigan, member appointed on behalf of the company. Department was informed that the majority report was accepted by company and employees concerned.
Sept 3	Grand Trunk Pacific Ry. Co. and maintenance-of-way employees	Employees.	Whole system of G. T. P. Ry.	1,000	Concerning demand for increased wages and revision of schedule.	His Honour Judge D. McGibbon (C) 3; J. W. Dawsey (E) 1; W. T. J. Lee (M) 1.	Sept. 21	Jan. 7.	Report of Board was accompanied by a minority report signed by Mr. J. W. Dawsey, member appointed on behalf of the company. Report was accepted on behalf of employees concerned. The company, however, declined to be bound by the Board findings. No cessation of work occurred.
	Canadian Northern Ry Co. and maintenance-of-way employees	Employees.	C.N.R. system in Canada.	1,800	Concerning demand for increased wages and revision of schedule.	His Honour Judge D. McGibbon (C) 3; F.H. McGuigan (E) 1; W. T. J. Lee (M) 1.	Sept. 22.	Mar. 2. March 10	Report of Board was accompanied by a minority report signed by Mr. F. H. McGuigan, member appointed on behalf of the company. Employees accepted Board findings. Company, however, declined to be bound by the same, but accepted instead the minority report. No cessation of work occurred.
1911 Feb. 10	Kingston and Pembroke Ry. Co. and firemen and hostlers members of the Brotherhood of Locomotive Firemen and Enginemen.	Employees.	Kingston, Ont.	11 dir. 20 indir.	Concerning demand for increased wages and revision of rules.				Department advised parties concerned that further effort should be made to effect settlement and on March 11, 1911, was informed that an amicable agreement had been arrived at.

2. Street Railways.

1910 July 5	Toronto Ry. Co. and employees, members of Toronto Railway Employees' Union, No. 113.	Employees.	Toronto, Ont.	1,300	Concerning demand for new working agreement.	His Honour Judge John A. Baron (C) 3; J. P. Mullarkey (E) 1; J. G. O'Donoghue (M) 1.	July 16.	Aug. 20.	A unanimous report was presented by Board making certain recommendations for settlement of dispute, which were accepted by both parties concerned.

II. TRANSPORTATION AND COMMUNICATION—*Continued.*

2. STREET RAILWAYS—*Continued*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of disputes.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
Aug. 22	British Columbia Electric Ry. Co. and linemen, members of Local No. 213 Inter. Brotherhood of Electrical Workers.	Employees..	Vancouver and vicinity.	50.....	Concerning demand for dismissal of foremen of linemen.	A. E. Beck (E) 1; Jas H. McVety (M) 1.	.....	Sept. 12..	Constitution of Board not completed, the parties concerned having arrived at a settlement of the matters in dispute.
Oct. 22	Winnipeg Electric Ry. Co. and conductors and motormen, members of Amalgamated Association of Street Railway Employees of America, Local No. 99.	Employees..	Winnipeg, Man..	603.....	Concerning alleged discrimination against certain employees, members of Amalgamated Association of Street Railway Employees.	W. J. Christie (C) 3; Capt. Wm. Robinson (E) 1; L. L. Pelletier, (M) 1.	Nov. 11..	Dec. 13.. Dec. 15..	Report of Board was accompanied by a minority report signed by Mr. L. L. Pelletier, member appointed on the recommendation of the employees concerned. Employees ceased work on December 16, 1910, to enforce their demand for reinstatement of four discharged employees. A settlement was effected through the intervention of Citizens' Committee, by which strike was terminated on December 31, 1910.

Mar. 14	Allan Line, Donaldson Line, Thomson Line, Leyland Line, White Star Dominion Line, Canada Line, South Africa Line, Mexican Line, Manchester Liners, Black Diamond Line, Head Line, Canadian Pacific Railway Line, and all other owners of steamships navigating to Montreal and Syndicated Longshoremen of Montreal.	Employees.	Montreal, Que...	1,800..	Concerning wages and conditions of employment.	Honourable Mr. Justice T. Fortin (C)4; Wm. Lyall (E) 1; Gustave Francq (M) 1.	April 7	April 20	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute, which were accepted by both parties concerned, an agreement being entered into effective for a period of five years. In connection with the same a permanent Board of Conciliation was established to settle such grievances as might from time to time be complained of.
Aug. 8	Allan Line, Donaldson Line, Thomson Line, Leyland Line, White Star Dominion Line, Canada Line, South Africa Line, Mexican Line, Manchester Liners, Black Diamond Line, Head Line, Canadian Pacific Railway Line and all other owners of vessels navigating in the Port of Montreal, and the Ship Liners of the Port of Montreal.	Employees.	Montreal, Que. .	200 ..	Concerning wages, hours and conditions of employment.	W. D. Lighthall (C)4; J. Herbert Lauer (E) 1; Geo. Poliquin (M) 1.	Aug. 22	Sept. 16 Sept. 17	Report of Board was accompanied by a minority report signed by Mr. J. Herbert Lauer, member appointed on the recommendation of the Shipping Federation of Canada. The report was acceptable to the employees concerned; the shipping companies, however, in a communication addressed to the department, expressed themselves as unable to accept the majority report. No cessation of work occurred.
Sept. 10	Canadian Pacific Steamship Co. and its employees commonly known as deckhands, at Vancouver and Victoria, members of Sailors Union of the Pacific	Employees	Vancouver and Victoria, B.C.	86 dir.. 50 indir.	Concerning wages, hours and conditions of employment	His Honour Judge W. W. B. McInnes (C) 3; G. E. McCrossan (E) 2; J. H. McVety (M) 1	Oct. 27..	Nov. 28	A unanimous report was presented by Board making certain recommendations for the settlement of the dispute, which were accepted by the employees concerned. The company maintained that it had no dispute with its employees and that, therefore, no action on its part was necessary. No cessation of work occurred.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1910-11.—*Concluded.*

II. TRANSPORTATION AND COMMUNICATION—*Continued.*

1. Commercial Telegraphers

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1910									
June 23	Canadian Pacific Ry. Co. and commercial telegraphers, members of Commercial Telegraphers' Union of America.	Employees.	Commercial Telegraph lines of C. P. R.	600.....	Concerning wages and conditions of employment.	J. E. Duval (C) 3; F.H. McGuigan (E) 1; D. Campbell (M) 1.	July 7	July 25..	A unanimous report was presented by Board in which it was stated that an agreement was concluded between the parties concerned on all points at issue.
1911									
Mar. 3	Great North Western Telegraph Co. of Canada and telegraphers, members of Commercial Telegraphers' Union of America.	Employees..	All offices operated by the G. N. W. Telegraph Co. of Canada.	200 dir.... 1,100 indir.	Concerning wages and conditions of employment.	Hon. Mr. Justice J. V. Teetzel (C) 3; Frederick H. Markey (E) 1; D. Campbell (M) 1.	Mar. 30.	.....	Proceedings unfinished.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1909-10.

STATEMENT of Applications for Boards of Conciliation and Investigation and of Proceedings thereunder from April 1, 1909, to March 31, 1910.

A.—MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION, AND OTHER PUBLIC SERVICE UTILITIES.

1. Appointed by the Minister, under Section 8, Sub-section 1, of the I. D. I. Act, on recommendation from party concerned.
2. Appointed by the Minister, under Section 8, Sub-section 2, of the I. D. I. Act, in the absence of a recommendation from party concerned.
3. Appointed by the Minister, under Section 8, Sub-section 3, of the I. D. I. Act, on the joint recommendation of the two members first appointed.
4. Appointed by the Minister, under Section 8, Sub-section 4, of the I. D. I. Act, in the absence of a joint recommendation by the two members first appointed.

I. MINING AND SMELTING INDUSTRY.

1. COAL MINES.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1909 Mar. 4	Dominion Coal Co. and employees, members of United Mine Workers of America.	Employees..	Glace Bay, C.B...	3,000.. ...	Alleged discrimination against certain employees, members of United Mine Workers of America.	His Honour Judge Wallace (C) 4; G. S. Campbell (E) 2; Daniel McDougall (M) 1.	Mar. 22..	April 16	The Board did not present a unanimous report, Mr. McDougall presenting the minority report. The Board found against the contentions of the men, and the latter, refusing to accept the findings, struck on July 6. It was claimed by the company that the output of coal from its mines had practically ceased to be affected during the winter months following, although a considerable number of workmen, members of the United Mine Workers of America, remained on strike at the end of March, 1910.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1909-10.—*Continued.*

I. MINING AND SMELTING INDUSTRY—*Continued.*

1. Coal Mines—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1909									
April 13	Nicola Valley Coal and Coke Co. and employees.	Employees...	Middlesboro, B. C.	150.....	Alleged discrimination against certain employees.	His Honour Judge P. S. Lampman (C) 3; Thos. Kiddie (E) 1; Thos. Chas. Brooke (M)1	May 7..	June 3.. June 16 June 11	The report of the Board was accompanied by a minority report signed by Mr. T.C. Brooke, the member appointed on behalf of the employees. The The report was not accepted by either party, and whilst proceedings were pending for the establishment of a Board in this case the employees ceased work on April 28, and and remained on strike until the month of June. On June 15, the department was informed that an understanding had been reached between the management and the men.
April 26	Nova Scotia Steel and Coal Co., Ltd., and employees.	Employees...	Sydney Mines, C. B.	340.....	Wages and conditions of labour and recognition of United Mine Workers of America.	His Honour Judge J. P. Chipman (C) 4; His Honour Judge MacGillivray (E) 2; D. McDougall (M)	June 23..	July 23..	The report of the Board was accompanied by a minority report, signed by Mr. D. McDougall, member appointed on behalf of the employees. The report of the Board found against the claims of the employees. There was, however, no cessation of work, the threatened strike being averted.

May 8	Western Coal Operators' Association, comprising: Alberta Ry. and Irrigation Co., H. W. McNeil Co., Pacific Coal Co.; Leitch Collieries Ltd.; Western Canadian Collieries, Ltd.; Inter. Coal and Coke Co., Ltd., and Hosmer Mines Ltd., and their employees.	Employees...	Lethbridge, Coleman, Lille, Bankhead, Hillcrest, Bellevue, Passburg, Canmore and Taber, Alta., Hosmer and Frank, B.C.	2,100..	Wages and conditions of labour.	Rev. Hugh Grant (c) 4; Colin Macleod (e) 1; F. H. Sherman (m) 1.	May 15..	June 21. June 23	The report of the Board was accompanied by a minority report, signed by Mr. Colin Macleod, which was however, in substantial agreement with that of the Board. The report was not definitely accepted by either party, but conferences between the employers and the employees followed its publication with the result that an agreement was reached, closely following the terms of the award, effective to March 31, 1911. The employees, who had been on strike from April 1, resumed work on July 1.
May 10	Cumberland Railway and Coal Co. and employees.	Employees.	Springhill, N.S.	1,500..	Wages and conditions of labour and recognition of United Mine Workers of America.	Hon. Mr. Justice Longley (c) 4; Chas. Archibald (e) 2; E. B. Paul (m) 1.	June 5	July 23	The report of the Board was accompanied by a minority note, signed by Mr. E. B. Paul, the member appointed on behalf of the employees. The Board's findings were substantially in favour of the company. The award was not however, accepted by the employees, and a strike was declared on August 9, which resulted in the closing down of the company's mines until early in the month of March 1910, when operations were resumed on a limited scale.
June 15	Canada West Coal Co. and employees.	Employer...	Taber, Alta.....	300..	Wages and conditions of labour.	His Honour Judge R. Winter (c) 3; Colin Macleod (c) 1; W.C. Simmons (m) 1.	July 3	July 19..	A unanimous report was presented by the Board, making recommendations for the settlement of the dispute. An agreement based on the findings of the Board was subsequently signed by the parties concerned effective from July 30, 1909, to March 31, 1911. The employees who had been on strike from April 23, returned to work on July 30.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1909-10.—*Continued.*

I. MINING AND SMELTING INDUSTRY.—*Continued.*

1. Coal Mines.—*Continued*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (c) Chairman; (e) Employer; (m) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
Nov. 18	Edmonton Standard Coal Co., Ltd., and employees.	Employer....	Edmonton, Alta..	75.....	Wages and dismissal of employees.	Geo. F. Cunningham (c) 3; Frank B. Smith (e) 1; Clement Stubbs (m) 1.	Dec. 2..	Dec. 27..	A unanimous report was presented by the Board making certain recommendations for the settlement of the dispute, which were accepted by the parties concerned, a strike being thereby averted.
Dec. 2	James W. Blain, contractor for output of Cardiff Coal Co., Ltd. and employees.	Employer....	Cardiff, Alta.....	60 dir..... 15 indir.	Wages and conditions of employment.	.....	.....	.....	Proceedings in connection with the application were discontinued in view of an agreement being reached by the parties concerned.
1910 Jan. 5	Alberta Coal Mining Co. and employees.	Employer....	Cardiff, Alta.....	35 dir..... 25 indir.	Wages and conditions of employment.	R. G. Duggan (c) 3; J. O. Hannah (e) 1; Clement Stubbs (m) 1.	Jan. 17..	.....	Proceedings unfinished.

2. Metal Mines.

1909 April 5	British Columbia Copper Co. and employees.	Employees...	Greenwood, B.C..	225.....	Alleged discrimination against certain employees.	His Honour Judge P. E. Wilson (c) 1; Edward Cronyn (e) 1; John McInnis (m) 1.	April 20..	May 29.. June 3 June 11	Three separate reports were presented in this case, the company expressing willingness to accept that of the chairman as a basis of settlement, while the men accepted the report of Mr. John McInnis. The men declared a strike on June 28, which continued until July 24.

1910 Jan. 8	British Columbia Copper Co. and employees.	Employer..	Greenwood, B. C.	350.	Employees' unwillingness to work with non-union men.	J. H. Senkler (C) 4; John A. Marn (E) 1 John McInnis (M) 1	Jan. 10..	Mar. 29..	The report of the Board was accompanied by a minority report, signed by Mr. John McInnis. The Board's report was substantially in favour of the company. The employees concerned being unwilling to concur in the findings of the Board, a strike was declared on April 19, and continued until May 11, when the employees returned to company's service on terms of Board's award.

II. TRANSPORTATION AND COMMUNICATION.

1. Railways.

1908 Dec. 26	Kingston and Pembroke Ry. Co., and employees, members of Order of Railroad Telegraphers.	Employees..	Kingston - Pembroke Ry. System.	19 dir.. .. 1,600 indir.	Wages and conditions of labour.	His Honour Judge Gunn (C) 4; J. L. Whiting, K. C. (E) 1; J. G. O'Donoghue (M) 1.	Jan. 15..	April 22..	A unanimous report was presented by the Board, which made certain recommendations for the settlement of dispute. The report, with recommendations, was accepted subsequently by both parties, a strike being thereby averted.
1909 May 7	Canadian Pacific Ry. Co., and railroad telegraphers in its employ.	Employees..	Canadian Pacific Ry. lines.	1,600..	Concerning alleged unfair dismissal and breach of contract.	Hon. Mr. Justice Fortin (C) 4; Wallace Nesbitt, K.C. (E) 1; W. T. J. Lee (M) 1.	May 29..	June 11..	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute, which were subsequently, in correspondence with the department, accepted by both parties concerned, a strike being thereby averted.
June 3	Grand Trunk Pacific Ry. Co., and engineers, firemen, conductors, brakemen, baggagemen and yardmen in its employ.	Employees.	Grand Trunk Pacific lines.	300.	Wages and conditions of labour.	Hon. R.F. Sutherland, M.P. (C) 3; F.H. McGuigan (E) 1; J. G. O'Donoghue (M) 1.	June 24	Aug. 14.	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute and no cessation of work occurred, the threatened strike being averted.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1909-10.—*Continued.*

II. TRANSPORTATION AND COMMUNICATION.—*Continued.*

1. Railways.—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (c) Chairman; (e) Employer; (m) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
June 8	Canadian Northern Ry. Co. and its maintenance-of-way employees.	Employees...	Canadian Northern Ry. lines west of Port Arthur.	1,100 dir... 700 indir.	Wages and conditions of labour.	His Honour Judge R. M. Myers (c) 4 W. J. Christie (e) 1 J. G. O'Donoghue (m) 1.	June 24..	July 21..	The report of the Board was accompanied by a minority report , signed by Mr. W. J. Christie. The findings of the Board were subsequently accepted by both parties to the dispute, a strike being thereby averted.
Aug. 11	Intercolonial Railway of Canada and its roundhouse employees.	Employees...	Halifax, N.S.....	20 dir... 1,000 indir.	Employers' alleged discrimination against certain employees.	Sir Geo. Garneau (c) 4; Jas. M. Gilmour (e) 1; Aaron A. R. Mosher (m) 1	Sept. 25..	Nov. 17..	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute. The findings of the Board were subsequently accepted by both parties to the dispute, a strike being thereby averted.
Oct. 2	Intercolonial Railway of Canada and machinists and fitters in its employ.	Employees...	Intercolonial Ry. system.	363 dir..... 43 indir.	Concerning dismissal of certain employees and alleged violation of contract.	His Honour Judge John A. Barron (c 4; Jas. H. Gilmour (e) 1; J. G. O'Donoghue (m) 1.	Oct. 19..	Dec. 8..	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute, which were accepted by both parties concerned, a strike being thereby averted.
Dec. 3	Grand Trunk Ry. Co. and telegraphers and station agents in its employ.	Employees...	Grand Trunk Ry. lines, east of Detroit, Mich.	760.	Wages, advertising of vacancies, etc.	J. E. Atkinson (c) 4; Wallace Nesbitt, K.C. (e) 1; W. T. J. Lee (m) 1.	Dec. 21..	1910 Feb. 24..	A report was presented which was unanimous on certain of the matters in dispute, Mr. Wallace Nesbitt, K. C., member appointed on behalf of the company, dissenting from the views of the other members on two points. At the close of the year the department was in communication with the parties to the dispute. No cessation of work occurred.

Mar. 17	Canadian Pacific Ry. Co. and conductors, baggagemen, brakemen and yardmen in its employ.	Employees.	C.P.R. lines.....	4,360.....	Wages and conditions of employment.	J. E. Atkinson (C) 4; Wallace Nesbitt, K. C. (E) 1; J. G. O'Donoghue, (M) 1	Mar. 18..	.....	Proceedings unfinished.
Mar. 17	Grand Trunk Ry. Co. and conductors, baggagemen, brakemen, and yardmen in its employ.	Employees..	G.T.R. lines.....	3,017.....	Wages and conditions of employment.	Wallace Nesbitt, K. C. (L) 1; J. G. O'Donoghue, (M) 1	Mar. 18..	.....	Proceedings unfinished.
Mar. 17	Toronto, Hamilton & Buffalo Ry. Co. and conductors, baggagemen, brakemen and yardmen in its employ.	Employees...	Toronto, Hamilton, and Buffalo Ry. lines.	101.....	Wages and conditions of employment.	F. H. McGuigan (E) 1 J. G. O'Donoghue, (M) 1.	Mar. 18..	.....	Proceedings unfinished.
Mar 19	Grand Trunk Pacific Ry. Co. and its telegraph and station employees.	Employees.	Grand Trunk Pacific lines.	75	Rules and rates of pay	W. T. J. Lee (M) 1...	Mar. 30..	.....	Proceedings unfinished.
Mar 22	Dominion Atlantic Ry. Co. and employees	Employees.	Kentville, N.S....	4 dir..... 25 indir	Terms of employment and dismissal of certain employees.	.....	.....	.....	Proceedings unfinished.

2. Street Railways.

1909 April 20	Winnipeg Electric Ry Co. and employees.	Employees.	Winnipeg, Man...	600.....	Concerning wages and conditions of labour.	Rev. C. W. Gordon, D.D. (C) 4; W. J Christie (E) 1; J. G. O'Donoghue, (M) 1.	May 10..	June 1.	A unanimous report was presented by the Board, accompanied by an agreement covering all points in dispute and effective from May 1, 1909, to May 1, 1911, a strike being thereby averted.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1909-10.—*Continued.*

II. TRANSPORTATION AND COMMUNICATION—*Continued.*

3. Freight Handlers.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (c) Chairman; (e) Employer; (m) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1909 May 17	Canadian Pacific Ry. Co. and freight handlers in its employ.	Employees...	Owen Sound, Ont.	250.....	Concerning wages....	Donald Ross (c) 4; Wallace Nesbitt K. C. (e) 1; J. G. O'Donoghue (m) 1	June 2..	June 17..	A strike of freight handlers employed by the Canadian Pacific Railway Company at Owen Sound, occurred on May 7 and continued until May 10, when application was made for the establishment of a Board under the Industrial Disputes Investigation Act, to which the dispute was referred for adjustment. The report of the Board was accompanied by a minority report by Mr. O'Donoghue. The report of the Board was accepted by the parties to the dispute, further cessation of work being thereby averted.
Aug. 18	Canadian Pacific Ry. Co. and freight handlers in its employ.	Employees...	Fort William, Ont	700.....	Concerning wages and conditions of labour.	S. C. Young (c) 3; W.J. Christie(e)1; W.T. Rankin (m)1	Aug. 20..	Aug. 30..	A strike of freight handlers employed by the Canadian Pacific Railway Company at Fort William occurred on August 9, and continued until August 16, when application was made for establishment of a Board under the Industrial Disputes Investigation Act, to which the dispute was referred for adjustment. In the application it was stated that the employees were not informed of the provisions of this Act when the strike was declared. A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute, which were accepted by the parties concerned, a further cessation of work being thereby averted.

4. Longshoremen.

1910 Mar. 14	Allan Line; Donaldson Line; Thomson Line; Leyland Line; White-Star-Dominion Line; Canada Line; South African Line; Mexican Line; Manchester Liners; Black Diamond Line; Head Line; Canadian Pacific Railway Line; and all other owners of steamships navigating to Montreal and Syndicated Longshoremen of Montreal.	Employees...	Montreal, Que....	1,800.....	Wages and conditions of employment.	Wm. Lyall (E) 1; Gustave Francq, (M) 1.	Mar. 21..	.....	Proceedings unfinished.

5. Teamsters.

1909 Feb. 10	Manitoba Cartage Co. Ltd.	Employees...	Winnipeg, Man...	40 dir..... 260 indir.	Alleged discrimination against men connected with Union.	Rev. Dr. C. W. Gordon (C) 3; Prof. R. Cochrane (E) 2; T.J. Murray (M) 1.	Mar. 2..	April 1..	A unanimous report was presented by the Board, making recommendations for the settlement of the dispute. The report was not accepted by the company, but the inquiry had the effect of improving the conditions and bringing about an understanding so that the threatened strike was averted

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1909-10.—*Continued.*

III. MUNICIPAL PUBLIC UTILITIES.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1909									
July 8	Corporation of Saskatoon, Sask., and labourers in its employ	Employees..	Saskatoon, Sask...	150 dir.... 150 indir.	Concerning wages and conditions of labour.	E. J. Meilicke (C) 4; Alex Smith (E) 1; E. Stephenson (M) 1.	Aug. 4..	Sept. 9..	A report was presented by the chairman and Mr. Alex Smith, making certain recommendations for the settlement of the dispute, and stating also that an agreement had been reached on all points, except the establishment of a minimum wage scale and recognition of the employees' union. No cessation of work was reported.

B.—INDUSTRIES OTHER THAN MINES, AGENCIES OF TRANSPORATION AND COMMUNICATION AND OTHER PUBLIC UTILITIES.

1909									
April 27	Dominion Textile Co. and mule spinners in its employ.	Employees...	Montreal, Que....	70 dir... 3,000 indir.	Concerning wages and conditions of labour.	Hon. Mr. Justice Fortin (C) 3; F. G. Daniels (E) 1; A. A. Gibeault (M) 1	May 7..	May 25..	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute, which were accepted by both parties concerned, a strike being thereby averted.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1908-09.

Statement of Applications for Boards of Conciliation and Investigation and of Proceedings thereunder from April 1, 1908, to March 31, 1909.

A.—MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION, AND OTHER PUBLIC SERVICE UTILITIES.

1. Appointed by the Minister, under Section 8, Sub-section 1, of the I. D. I. Act, on recommendation from party concerned.
2. Appointed by the Minister, under Section 8, Sub-section 2, of the I. D. I. Act, in the absence of a recommendation from party concerned.
3. Appointed by the Minister, under Section 8, Sub-section 3, of the I. D. I. Act, on the joint recommendation of the two members first appointed.
4. Appointed by the Minister, under Section 8, Sub-section 4, of the I. D. I. Act, in the absence of a joint recommendation by the two members first appointed.

I. MINING AND SMELTING INDUSTRY.

1. Coal Mines.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1908 May 2	Standard Coal Co. and employees.	Employees.	Edmonton	20	Concerning wages and conditions of labour.	His Honour Judge Taylor (C) 4; F. B. Smith (E) 1; F. H. Sherman (M) 1.	June 19.	July 22.	Company had previously made an agreement individually with employees. Representative of men was willing to take agreement for what it was worth, but would not enter into same on behalf of union. Board decided to leave the existing agreement intact, and this arrangement appears to have been satisfactory, a strike being thereby averted.
May 12	Nova Scotia Steel and Coal Co. and employees.	Employees.	North Sydney, N.S.	1,750	Concerning wages and conditions of labour.	Prof. A. Short (C) 3; Dr. D. Allison (E) 2; J. W. Maddin (M) 1.	June 19.	Aug. 1.	An agreement concluded before the Board on all points, and a strike thereby averted.
May 14	International Coal and Coke Co. and employees.	Employees.	Westville, N.S.	800	Concerning wages and conditions of labour.	.....	.....	.....	No Board was established in this case, the parties having come to an amicable agreement, subsequent to forwarding the application, a strike being thereby averted.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1908-09.—*Continued.*

I. MINING AND SMELTING INDUSTRY—*Continued*

1. Coal Mines—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
May 15	Acadia Coal Co. and employees.	.....	Stellarton, N.S....	800.....	Concerning wages and conditions of labour.	.....	.....	.....	No Board was established in this case, the parties having come to an amicable agreement subsequent to forwarding the application, a strike being thereby averted.
May 18	Port Hood and Richmond Ry. Coal Co. and employees.	Employees...	Port Hood, N.S..	300.....	Concerning wages and conditions of labour.	His Honour Judge McGillivray (C) 3; Geo. S. Campbell (E) 1; Jas. Macdonald (M) 1.	June 8..	July 2..	A unanimous report was made by the Board with recommendations for a settlement of all differences, which is understood to have been accepted as a basis of working operations, a strike being thereby averted.
July 2	Maritime Coal Railway and Power Co., Ltd. and employees.	Employees...	Chignecto, N.S...	200.....	Concerning wages and conditions of labour.	Rev. Chas. Wilson (C) 3; B. Barnhill (E) 1; R. B. Murray (M) 1.	July 6..	July 27..	An agreement was effected before the Board on all the points at issue and covering the period of two years from July 31,1908, a strike being thereby averted.
Oct. 19	Galbraith Coal Co., Ltd., and employees	Employees...	Lundbreck, Alta..	30.....	Concerning wages and conditions of labour.	Chas. Simister (C) 3; F. B. Smith, C.E. (E) 1; Jas. A. McDonald (M) 1.	Nov. 25..	Dec. 14..	The Board presented a unanimous report recommending a basis of settlement, which was subsequently, in correspondence with the department, accepted by both parties to the dispute, a strike being thereby averted.
1909 Mar. 4	Dominion Coal Co. and employees, members of United Mine Workers of America.	Employees..	Glace Bay, N.S...	3,000.....	Alleged discrimination against members of United Mine Workers of America.	His Honour Judge Wallace (C) 1; G. S. Campbell (E) 2; Daniel McDougall (M) 1.	Mar. 22..	.....	Proceedings unfinished.

2. Metal Mines.

1908 July 20	Cobalt Central Mining Co., Ltd., and employees.	Employees...	Cobalt, Ont....	105	Concerning wages and hours.	Prof. S. J. Maclean (C) 4; E. L. Fraleck (E) 1; C. B. Duke (M) 1.	Aug. 22..	Aug. 29..	Unanimous report presented by Board making recommendations for the settlement of the dispute, and no cessation of work was reported.

II. TRANSPORTATION AND COMMUNICATION.

1. Railways.

1908 April 28	Canadian Pacific Ry. Co. and various trades in its mechanical department.	Employees...	C.P.R. system....	8,000.....	Concerning wages and conditions of labour.	P. A. Macdonald (C) 4; C. F. Fullerton (E) 1; G. E. Galt (E) 2*; Jas. Somerville (M) 1.	May 13..	July 16..	The Board did not present a unanimous report, Mr. Somerville presenting a minority report. The Board made certain recommendations for settlement of dispute, which were accepted by company with some demur. Men refused to accept findings of Board and ceased work on August 5. They returned to work on October 5, accepting finally recommendations of Board.
May 14	Intercolonial Railway of Canada and Station Freight Clerks' Union, Nos. 1 and 2 of Halifax, N.S., and St. John, N.B.	Employees.	Halifax, N. S. and St. John, N.B.	.....	Concerning wages and conditions of labour.	His Honour Judge McGibbon (C) 4; H. Holgate, C. E. (E) 1; J.G. O'Donoghue (M) 1; R. E. Finn (M) 1.**	Sept. 8..	Oct. 6..	The proceedings in this case were under the Conciliation and Labour Act by request of the employees and were subject to delay through the inability to act of the member of the Committee of Mediation and Investigation first appointed on the recommendation of the men. The committee was finally constituted and a settlement of all differences effected, a strike being thereby averted.

*Mr. Fullerton, finding himself at an early stage of the proceedings unable to agree with his colleagues, resigned from the Board, and the company declining to make a further recommendation, the Minister appointed Mr. Galt without recommendation.

**Owing to inability of Mr. R. E. Finn to act as member of Board, Mr. J. G. O'Donoghue was appointed in his stead.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1908-09—*Continued.*

II. TRANSPORTATION AND COMMUNICATION.—*Continued.*

1. RAILWAYS.—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
May 29	Canadian Pacific Ry. and railway telegraphers in its employ.	Employees..	C.P.R. system....	1,605.....	Concerning alleged wrongful dismissal of certain employees.	Hon. Mr. Justice Fortin (C) 4; C. Campbell, K. C. (E) 1; W. T. J. Lee (M) 1.	June 17..	Sept. 26..	A unanimous report was made by the Board with recommendations for a settlement of all differences, which was accepted by both parties, a strike being thereby averted.
Aug. 21	Canadian NorthernRy. Co. and carmen on its Lake St. John Division.	Employees..	Lake St. John Division Canadian Northern Ry.	49.....	Concerning wages and condition. of labour.	Ludovic Brunet (C)3 E. A. Evans (E) 1; P. J. Jobin (M) 1; A. Chartrain (M) 1	Sept. 30..	Nov. 19..	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute, which were accepted by both parties to the dispute, a strike being thereby averted.
Aug. 22	Canadian Pacific Ry. Co. and firemen and engineers in it employ.	Employees..	C.P.R. system....	7,000.....	Concerning alleged wrongful dismissal of certain employee .	Hon. Judge Fortin (C) 3; W. Nesbitt, K.C. (E) 1; J. G. O'Donoghue (M) 1	Jan. 5..	Jan. 25..	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute, which were accepted by both parties, a strike being thereby averted.
Aug. 22	Canadian NorthernRy. Co. and locomotive engineers in its employ.	Employees..	Canadian Northern Ry. system.	341.....	Concerning wages and conditions of labour.	His Honour Judge Gunn (C) 4; F. H. Richardson (E) 1; J. Harvey Hall (M) 1.	Sept. 14..	Nov. 16..	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute, which were accepted by both parties, and a strike thereby averted.

Dec. 26	Kingston and Pembroke Ry. Co. and employees, members of Order of Railroad Telegraphers.	Employees..	Kingston & Pembroke Ry. system.	19 dir... 1,600 indir.	Concerning wages and conditions of labour.	His Honour Judge Gunn (c) 4; J. L. Whiting, K, C. (e) 1; J. G. O'Donoghue (m) 1.	Jan. 15.	.....	Proceedings unfinished.
Dec. 29	Great Northwestern Telegraph Co. and certain Railroad Telegraphers on Michigan Central Ry. system.	Employees..	Michigan Central Ry system.	75.....	Abolition of commission by commercial business on Michigan Central Ry. System by Great Northwestern Telegraph Co., without due notice.	Judge McGibbon (c) 4; J. F. Mackay (e) 2; J.G. O'Donoghue (m) 1.	Feb. 8.	Mar. 22	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute. The report was substantially in favour of the employees. The company had refused to nominate to the Board and claimed irresponsibility in the matter. The inquiry, though not resulting in an agreement, is understood to have modified the situation to such a degree that danger of the threatened strike was averted.

2. Street Railways.

1908 May 8	Ottawa Electric Ry. and its employees.	Employees..	Ottawa, Ont.....	256.....	Concerning wages and conditions of labour.	Prof. A. Shortt (c) 4; G.F. Henderson(e); J. G. O'Donoghue (m) 1.	May 22.	June 15.	Differences amicably arranged before the Board and strike thereby averted.
Sept. 3	Quebec Light, Heat and Power Co. and its Street Railway employees.	Employees.	Quebec, Que....	116.....	Concerning alleged wrongful dismissal of certain employees.	Omer Brunet (m) 1; W. H. Moore (c) 1.	.....	Oct. 6	The two members of the Board appointed respectively on the nomination of employing company and employees presented a joint statement making certain recommendations for a settlement of the disputed points, which recommendations were accepted by both parties to the dispute as a settlement of the differences, a strike being thereby averted.

†Owing to inability of A. Chartrain to act as member of the Board, P. J. Jobin was appointed in his stead.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1908-09.—*Continued.*

II. TRANSPORTATION AND COMMUNICATION.—*Continued.*

3. TEAMSTERS.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1909 Feb. 10	Manitoba Cartage Co. Ltd.	Employees..	Winnipeg, Man..	40 dir..... 260 indir.	Concerning alleged discrimination against men connected with the Union.	Rev. Dr. C. W. Gordon (C) 3; Prof R. Cochrane (E) 2; T. J. Murray (M) 1.	Mar. 2..	.....	Proceedings unfinished.

*B.—INDUSTRIES OTHER THAN MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION AND OTHER PUBLIC UTILITIES.**

1908 Dec. 17	The John Ritchie Co., Ltd., and certain employers (lasters).	Employees & employers.	Quebec, Que.	300.....	Concerning introduction of certain machine and wages.	Dr. Chas Côté (C) 3; Félix Marois (E) 1 Z. Bérubé (M) 1.	Dec. 31..	Feb. 17..	An agreement was concluded before the Board covering all matters in dispute effective from February 12, 1909, to May 1, 1910, a strike being thereby averted.

*These disputes were referred to a Board of Conciliation and Investigation under Section 63 of the Act, which provides that "in the event of a dispute arising in any industry or trade other than such as may be included under the provisions of this act and such dispute threatens to result in a lockout or strike, or has actually resulted in a lockout or strike, either of the parties may agree, in writing, to allow such dispute to be referred to a Board of Conciliation and Investigation, to be constituted under the provisions of this Act," etc.

INDUSTRIAL DISPUTES INVESTIGATION, ACT, 1907.—PROCEEDINGS 1907-08.

STATEMENT of Applications for Boards of Conciliation and Investigation and of Proceedings thereunder from March 22, 1907, to March 31, 1908.

A.—*MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION, AND OTHER PUBLIC SERVICE UTILITIES.*

1. Appointed by the Minister, under Section 8, Subsection 1, of the I. D. I. Act, on recommendation from party concerned.
2. Appointed by the Minister, under Section 8, Subsection 2, of the I. D. I. Act, in the absence of a recommendation from party concerned.
3. Appointed by the Minister, under Section 8, Subsection 3, of the I. D. I. Act, on the joint recommendation of the two members first appointed.
4. Appointed by the Minister, under Section 8, Subsection 4, of the I. D. I. Act, in the absence of a joint recommendation by the two members first appointed.

I. MINING AND SMELTING INDUSTRY.

1. COAL MINES.

Date of receipt of application.	Parties to Dispute.	Party making application	Locality	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1907 April 8	(1) Cumberland Ry & Coal Co and employees	Employees	Springhill, N.S.	1,700	Concerning employment of non-union workmen.				On April 1, employees went on strike. It was alleged by employees that they were under impression that the mines of Nova Scotia were exempt from provisions of Act. When it was explained that the Act applied to all Canada, employees returned to work April 8. Difficulty amicably settled. No Board constituted.
April	(1) Canada West Coal and Coke Co and employees	Employees	Taber, Alta	150	Concerning hours of labour.				On April 1, employer locked out employees. Employer alleged that this was done in ignorance of provisions of Act. When informed of provisions of Act by department, mines were reopened on April 18. Subsequently an amicable settlement was effected through intervention of Mr J. D. McNiven, fair wages officer of department. No Board constituted.

(1) It is important to note in connection with these disputes that the Industrial Disputes Investigation Act was not assented to till March 22, 1907. It was some weeks later before copies of the Act were available for distribution. Its provisions in consequence were not fully known by the parties at the time these disputes occurred.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1907-08.—*Continued.*

I. MINING AND SMELTING INDUSTRY—*Continued.*

1. Coal Mines.—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1907 April 9	[2] Western Coal Operators Association and employees.	Employees.			Concerning terms of joint agreement including wages schedule and other conditions of employment.	Sir Wm. Mulock, K. C. M. G. (C) 4; J. L. Parker (E) 1; L. P. Eckstein (M) 1.	April 22	May 29	Employees went on strike in the several mines while proceedings were pending in connection with the establishment of the boards of Conciliation and Investigation, in consequence, it was alleged, of misunderstandings which arose through ignorance of the provisions of the Act. The Deputy Minister of Labour left for Fernie on April 19, to explain to the parties the provisions of the law. While in Fernie, the parties consented to his intervention as a conciliator under the Conciliation Act, 1900, and an agreement was effected on May 4. The Boards convened at Fernie on April 30, but adjourned proceedings pending investigations by the Deputy Minister. On May 6, the Boards reconvened to re-receive from the parties a formal statement that the differences had been adjusted, a further cessation of work being thereby averted. An important feature of the settlement was the establishment of a standing committee of conciliation between the employers and employees, to which future differences were to be referred.
	Canadian American Coal and Coke Co.		Frank, Alta.	250					
	Crowsnest Pass Coal Co.		Fernie, Coal Creek, Michel, B.C.	1,800		Sir. Wm. Mulock, K. C. M. G. (C) 4; F. B. Smith (E) 1; L.P. Eckstein (M) 1			
	International Coal & Coke Co.		Coleman, Alta.	370					
	West Canadian Collieries, Ltd.		Lille and Bellevue.	350					
	Breckenridge & Lund Coal Co.		Lundbreck, Alta.	125					
	H. W. McNeill Coal Co.		Canmore, Alta.	300					
	Pacific Coal Co.		Bankhead, Alta.	400					

[2] Applications for a Board were received also from the employers, parties to this dispute.

May 8	Cumberland Ry and Coal Co. and employees	Employees	Springhill, N.S.	1,700	Concerning payment for work in counter levels and stone in pillar work	The Hon. Mr. Justice Graham (C) 3; P. S. Archibald (E) 1; R. B. Murray (M) 1.	May 17.	July 13.	Board, being unable to effect a settlement by conciliation, presented a report signed by the Chairman and Mr. Archibald. Minority report was presented by Mr. Murray. The recommendations of the Board were not accepted by the employees. The strike which was threatened prior to the application for Board on May 8 was averted for the time being, but took place on August 1, continuing until October 31, when the employees returned to work on the conditions recommended in the report of the Board.
May 27	Alberta Ry. and Irrigation Coal Co. and employees of coal mines	Employees	Lethbridge, Alta.	400	Concerning conditions of employment.				Amicable settlement including agreement as to conditions of employment and establishment of a standing committee of conciliation effected between parties while Board was in process of constitution, strike being thereby averted.
July 12	Cumberland Ry. and Coal Co. and employees	Employees	Springhill, N.S.	1,700	Concerning wages and other conditions of employment.	His Honour Judge Patterson (C) 4; P. S. Archibald (E) 1; R. B. Murray (M) 1.	July 27.	Sept. 21.	Employees declared a strike on August 1, in reference to question of payment for stone in pillar work, having refused to accept the recommendations of the Board appointed May 17 to deal with this subject. In virtue of this strike proceedings before the Board were suspended until September 9. The Board sat for two days, and presented an interim report. The strike ended on October 31, the employees returning to work on the conditions recommended in the report of the first Board.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1907-08.—*Continued.*

I. MINING AND SMELTING INDUSTRY.—*Continued.*

1. Coal Mines.—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (c) Chairman; (e) Employer; (m) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
Sept. 11	Hillcrest Coal and Coke Co., Ltd., and employees.	Employees...	Hillcrest, Alta....	70	Concerning wages and other conditions of employment.	Hon. W. C. Fisher (c) 4; J. R. McDonald (e) 1; F. H. Sherman (m) 1.	Sept. 24..	Nov. 4..	The report of the Board was accompanied by a minority report by Mr. Sherman. Though neither report was formally accepted by the parties, settlement was reached in consequence of the inquiry by the Board, and a strike thereby averted.
Sept. 16	Hosmer Mines and employees.	Employees...	Hosmer, B.C.....	100.....	Concerning wages and other conditions of employment.	His Honour Judge Wilson (c) 4; F. B. Smith (e) 1; F. H. Sherman (m) 1.	Sept. 30..	Oct. 21..	The Board presented a unanimous report, which though not formally accepted by the parties, formed the basis of an agreement subsequently reached by them and reported to the Department, a strike being thereby averted.
Nov. 5	Canada West Coal and Coke Co. and employees.	Employees...	Taber, Alta.	150.....	Concerning wages, hours and other conditions of employment.	Hon. Mr. Justice Stuart (c) 4; S. A. Jones (e) 1; F. H. Sherman (m) 1.	Nov. 20..	Dec. 20..	Differences adjusted, and agreement concluded before Board, dating from December 9, 1907, until March 31, 1909, a strike being thereby averted.
Nov. 5	Domestic Coal Co. and employees.	Employees...	Taber, Alta.....	50.....	Concerning wages, hours and other conditions of employment.	Hon. Mr. Justice Stuart (c) 4; R. Duggan (e) 1; F. H. Sherman (m) 1.	Nov. 20..	Dec. 28..	Differences adjusted, and agreement concluded before Board dating from December 9, 1907, until March 31, 1909, a strike being thereby averted.

Nov. 5	Duggan, Huntrods and Co. and employees	Employees.	Taber, Alta.	40	Concerning wages, hours and other conditions of employment.	Hon. Mr. Justice Stuart (C) 4; J. Shorthouse (E); F. H. Sherman (M) 1.	Nov. 20.	Dec. 28. Differences adjusted, and agreement concluded before Board, dating from December 9, 1907, until March 31, 1909, a strike being thereby averted.
Nov. 12	Strathcona Coal Co., and employees.	Employees.	Edmonton, Alta.	40	Concerning wages, hours and other conditions of employment.	G. Montgomery (C) 3; F. L. Otter (E) 1; F. H. Sherman (M) 1.	Dec. 2.	Dec. 28. Differences adjusted, and agreement concluded before Board, dating from September 23, 1907, until March 31, 1909, a strike thereby being averted.
Nov. 21	Cumberland Ry. and Coal Co. and employees.	Employees.	Springhill, N.S.	1,700.	Concerning wages and other conditions of employment.	His Honour Judge Patterson (C) 4; R. B. Murray (M) 1; Hiram Donkin (E) 1.	Dec. 24	1908 Jan. 21. The Board presented a unanimous report, which the employees expressed a willingness and the Company an unwillingness to accept. No further cessation of work took place.
1908 Jan. 4	Dominion Coal Co., Ltd., and members of the Provincial Workmen's Association.	Employees.	Dominion, C.B.	7,000.	Concerning wages and conditions of employment.	Prof. A. Shortt (C) 4; J. Dix Fraser (E) 1; Dr. A. Kendal, M.P.P. (M) 1.	Feb. 18.	Mar. 23. Differences adjusted and an agreement concluded before the Board, effective from March 16, 1909, to December 31, 1909, strike being thereby averted.
Feb. 10	John Marsh, John Howells, Stevens Brothers, coal mine operators, dealt with as a whole, and employees.	Employers.	Woodpecker, Alta.	100.	Concerning wages and conditions of employment.	Hon. Mr. Justice Stuart (C) 3; W.E. Bullock (E) 1; F. H. Sherman (M) 1.	Feb. 25.	April 6. The report of the Board stated that the Act did not apply in this case, the mines having closed down for lack of orders before the investigation occurred. A wage scale was, however, recommended. The report was accompanied by a minority report, making other recommendations.
Mar. 16	Western Dominion Collieries, Ltd., and employees.	Employees.	Taylorton, Sask.	90.	Concerning wages and hours.	His Honour Judge Myers (C) 4; J. O. Hannah (E) 1; F. H. Sherman (M) 1.	April 10.	May 5. Differences adjusted and agreement concluded before Board, effective from May 1, 1908, to May 1, 1909, a strike being thereby averted.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.—PROCEEDINGS 1907-08.—*Continued.*

I. MINING AND SMELTING INDUSTRY.—*Continued.*

1. Coal Mines—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board	Result of Reference.
Mar. 16	Manitoba and Saskatchewan Coal Co., Ltd., and employees.	Employees...	Bienfait, Sask....	50.....	Concerning wages and hours.	His Honour Judge Dawson (C) 4; G. C. Crowe (E) 1; F. H. Sherman (M) 1.	April 22.	Dec. 8.	The report in this case appears, as represented to the Department, to have been mislaid by one of the members of the Board and an unusual delay occurred thereon in its presentation. The Board disagreed in its findings, but no cessation of work was reported.
Mar. 25	Cumberland Ry. and Coal Co., Ltd., and employees.	Employees...	Springhill, N.S....	1,600.....	Concerning wages.....	His Honour Judge Wallace (C) 4;Hon John Armstrong (E) 2; R. B. Murray (M) 1.	April 29..	May 26..	The report found against the claims of the men, and was accompanied by a minority report, finding generally, but not wholly, in favour of the men. The employees declared the minority report acceptable to them. No cessation of work was reported.

2. Metal Mines.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of dispute.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board	Result of Reference.
Sept. 12	Canadian Consolidated Mining & Smelting Co. and employees.	Employees...	Moyie, B.C.....	400.....	Concerning wages and hours.	His Honour Judge Wilson (C) 3; J. A. Harvey (E) 1; S.S. Taylor, K.C. (M) 1	Sept. 23..	Dec. 28..	The Board, after exhaustive inquiry into mining conditions in British Columbia, presented a unanimous report, the recommendations of which were of general application to the metal mining industry in the province of British Columbia. A settlement based on the recommendations was effected between the company and its employees, and a strike thereby averted. The inquiry, moreover, had the effect of influencing the settlement of other differences in the industry in other parts of the province.

Dec. 9	McKinley - Darragh Mining Co., Ltd., and its employees	Employees	Cobalt, Ont.	120	Concerning wages	Prof. A. Shortt (C) 3; E. C. Kingswell (E) 1; John A. Welch (M) 1.	Dec. 21	1908 Jan. 22	A unanimous report was presented by the Board, making recommendations for the settlement of the dispute. The findings of the Board were not formally accepted by the parties, but the investigation by the Board is believed to have been beneficial to the camp as a whole and no cessation of work was reported.
1908 Jan. 9	Temiskaming and Hudson Bay Mining Co., Ltd., and its employees	Employees.	Cobalt, Ont.	50	Concerning wages and hours.	Prof. S. J. Maclean (C) 1; M.F. Pumaville (E) 1; C. B. Duke (M) 1	Jan. 31.	Feb. 13.	Unanimous report was presented by Board, making recommendations for the settlement of the dispute. The findings of the Board were accepted by the men, but not by the company. No cessation of work was, however, reported.

II. TRANSPORTATION AND COMMUNICATION.

1. Railways.

1907 April 20	Grand Trunk Ry Co of Canada and machinists	Employees	Montreal, Ottawa Toronto, Stratford, etc	400	Concerning schedule involving wages, hours, apprenticeship, re-instatement of former employees, etc	Prof. A. Shortt (C) 4; W. Nesbitt, K.C., (E) 1; J. G. O'Donoghue (M) 1.	May 4.	May 21.	Differences adjusted, and agreement concluded before Board for period of one year from May 1, strike being thereby averted.
June 27	Grand Trunk Ry Co of Canada and its locomotive engineers	Employees.	Montreal, Ottawa, Toronto, Stratford, etc	1,300	Concerning schedule of wages and rules	Prof. A. Shortt (C) 4; W. Nesbitt, K.C., (E) 1; J. Cardell (M) 1.	July 18.	Aug. 16.	Differences adjusted, and agreement for three years concluded before Board, a strike being thereby averted.

INDUSTRIAL DISPUTES INVESTIGATION ACT.—PROCEEDINGS 1907-8—*Concluded.*

II. TRANSPORTATION AND COMMUNICATION *Continued.*

1. RAILWAYS—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. persons affected.	Nature of disputes.	Names of Members of Board: (C) Chairman; (E) Employer; (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
July 10	Intercolonial Ry. of Canada and freight handlers in its employ at Halifax, N.S.	Employees.	Halifax, N.S.....	250..	Concerning wages and classification of employees.	Prof. W. Murray (C) 3; Henry Holgate (E) 1; R. E. Finn, M.P. (M) 1.	July 22	Aug. 12	On June 29, employees went on strike, and when informed that provisions of Act applied, both parties agreed to refer the differences under the Act, and employees returned to work. On the request of the parties, proceedings were subsequently adopted under the Conciliation and Labour Act, and a settlement effected, the terms of which were made applicable to the railway's employees at St.John, N.B., as well as at Halifax, N.S., and further cessation of work was thereby averted.

III. REPORTS OF BOARDS OF CONCILIATION AND INVESTIGATION RECEIVED DURING THE FINANCIAL YEAR 1913-14.

(For the information of Parliament and the public, the report and recommendation of the Board, and any minority report, shall, without delay, be published in the *Labour Gazette*, and be included in the Annual Report of the Department of Labour to the Governor General.—Section 29 of the Industrial Disputes Investigation Act, 1907.)

I.—APPLICATION FROM RAILWAY CONDUCTORS, MEMBERS OF THE ORDER OF RAILWAY CONDUCTORS OF AMERICA, EMPLOYED BY THE CANADIAN NORTHERN RAILWAY COMPANY.—BOARD ESTABLISHED.—NO CESSATION OF WORK.

Application received—March 11, 1913.

Parties concerned—The Canadian Northern Railway Company and conductors, members of the Order of Railway Conductors of America.

Applicants—Employees.

Nature of industry concerned—Railway.

Nature of dispute—Wages, hours, and conditions of employment.

Number of employees affected—Directly, 450; indirectly, 2,200.

Date of constitution of Board—March 29, 1913.

Membership of Board—Honourable Mr. Justice A. Haggart, Winnipeg, Man., chairman, appointed on the joint recommendation of the other members of the Board; Mr. Wm. Cross, Winnipeg, Man., appointed on the recommendation of the employing company; and Mr. J. Harvey Hall, Toronto, Ont., appointed on the recommendation of the employees concerned.

Reports received—April 25, 1913.

Result of inquiry—Report of Board was accompanied by a minority report signed by Mr. Cross. Mr. Hall, while signing the majority report, also submitted a statement of points on which he differed from the chairman.

No cessation of work occurred.

The Minister received, on April 25, report of the Board of Conciliation and Investigation to which had been referred certain differences between the Canadian Northern Railway Company and its conductors, also minority report of Mr. Wm. Cross, the company's nominee on the Board. The number of men concerned in this dispute was given as 450 directly and 2,200 others indirectly. The dispute grew out of a demand of the conductors for various changes in the existing schedule of rules and wages, including an increase in pay and a reduction in working hours from nine to eight per day.

The report, which was signed by the chairman and Mr. Hall, recommended the adoption of a schedule of rules and rates of pay from July 1, 1913, providing for increased wages to the employees concerned and for an eight hour day except in extreme cases. Mr. Hall also submitted a statement in which he claimed that the new schedule should be made effective from July 6, 1913, and gave it as his opinion that the mileage rates were in some cases inadequate. Mr. Cross, in his minority report, declared himself unable to concur in the award of the majority of the Board.

After the investigation by the Board had been completed, negotiations between the company and the employees concerned were resumed, and were understood to have resulted in a settlement.

REPORT OF BOARD.

Following is the text of the findings of the Board of Conciliation and Investigation:—

To the Honourable the Minister of Labour, Ottawa, Canada.

In the matter of the Industrial Disputes Investigation Act of 1907, and of a dispute or difference between the Canadian Northern Railway Company and certain of its employees, being members of the Order of Railway Conductors.

Mr. Harvey Hall, representing the Order of Railway Conductors; Mr. William Cross, representing the Canadian Northern Railway Company, and Mr. Justice Alexander Haggart, chairman, constituting the Board of Conciliation and Investigation, beg to report as follows:—

On the thirty-first of March, A.D., 1913, on being advised that Mr. Justice Alexander Haggart had been appointed the third member and chairman of the Board, the Board met at the chambers of the chairman at the Court House in Winnipeg, took the statutory oath of office, and arranged for a meeting the following day.

That the said Board thereupon assumed the burdens of office and held meetings every day, some days two and three sessions, until the date of this report.

The Board endeavoured to bring about a settlement of the dispute, and did carefully enquire into the dispute and all matters affecting the merits thereof and the right settlement thereof, and suggestions were made to induce the parties to come to a fair and amicable settlement.

No settlement of the dispute having been arrived at, either prior to, or during the course of the reference, the Board endeavoured to ascertain all the facts and circumstances, perused all the documents and data submitted to it, and listened to the reasons and arguments advanced by all parties to the dispute.

The conductors were dissatisfied with the schedule at present existing and containing the terms and conditions of their employment and the rates of pay, and submitted a proposed schedule as a substitute for the existing one.

The conductors on the reference were represented by Mr. H. E. Barker and Mr. A. E. Bennett, and a committee of eight conductors, and the railway company was represented by Mr. J. R. Cameron, assistant general manager of the Canadian Northern Railway Company, and Mr. A. E. Warren, assistant to the general manager of the Canadian Northern Railway Company.

The Board desires to express their appreciation of the pleasant relations that exist between the officers of the company and the conductors, and of the courteous and pleasant manner in which the meetings were conducted between the company and the conductors.

The case for both parties to the dispute was ably argued by the representatives, and enclosed herewith is a brief in writing handed to the Board by the respective parties.

The conductors submitted a proposed schedule pertaining to the rates, rules and regulations in connection with their employment as a substitute for the existing schedule.

Every clause of the schedule was fully considered and discussed in all its bearings.

As a result of such consideration, the Board submits as a substitute for the present existing schedule, Exhibit A attached to this report, which the Board proposes should contain the terms, conditions, rules and rates of pay

incorporated in the contract of hiring between the Canadian Northern Railway Company and its conductors.

Mr. Cross produces a minority report signed by himself, which he requests the chairman to forward to the Minister with this report, and Mr. Harvey Hall desires to forward his personal views and observations with reference to certain clauses in this report.

It is submitted that the proposed schedule should come into force on the first day of July, 1913.

All of which is respectfully submitted.

Dated at the City of Winnipeg, this —— day of April, A.D. 1913.

(Sgd.) ALEX. HAGGART,
Chairman.

(Sgd.) J. HARVEY HALL,
Member of the Board.

RULES AND RATES OF PAY TO BE EFFECTIVE ON AND AFTER FIRST JULY, 1913.

Section I.

Rates and Rules for Passenger Trains.

ARTICLE I.

Clause (a)—For average monthly mileage of five thousand (5,000) miles or less, conductors will be paid one hundred and sixty-five ($165.00) dollars per month.

Clause (b)—All mileage made in excess of five thousand (5,000) miles will be paid for on *pro rata* basis.

Clause (c)—Passenger train conductors delayed over one hour at initial terminal after time set for departure of train will be allowed detention time *pro rata* in addition to pay for trip. Detention time will be allowed at arrival terminal if held for service.

ARTICLE II.

Clause (a)—When a passenger train averages less than fifteen (15) miles per hour overtime will be allowed *pro rata* on a basis of fifteen (15) miles per hour.

Clause (b)—Freight or mixed train conductors relieving passenger conductors on their assigned runs will be paid for not less than the *pro rata* of the monthly minimum mileage.

Clause (c)—Passenger conductors will not be used off their assigned runs if freight conductors are available. If used, they will be paid on the same basis as freight conductors. This not to apply to official specials.

Clause (d)—Passenger conductors on leave of absence will be relieved by the senior available conductor. In the event of a junior conductor catching a run he will hold it until relieved by the senior conductor desiring the run. All on the same freight promotion district. All relieving will be done at point at which passenger conductor laid off.

Clause (e)—Passenger train conductors will have at least one train baggageman and one trainman. Passenger trains of eight (8) cars or more will have two trainmen and one train baggageman if there is a local baggage car on the train.

Section II.

Rates and Rules for Mixed Trains.

ARTICLE I.

Clause (a)—Conductors will be paid 4.80 cents per mile.

Clause (b)—Conductors assigned to runs, a portion of which are passenger and the balance mixed or freight or both, will be paid mileage rate for each class of train, but not less than the minimum passenger train rate.

ARTICLE II.

Clause (a)—Conductors assigned to mixed runs will be paid for not less than twenty-eight hundred miles (2,800) per month. When assigned crews do

not make this mileage, overtime and time occupied while making up and putting away their own train may be included as mileage up to and equivalent of twenty-eight hundred (2,800) miles.

Clause (b)—Mixed train conductors may run around chain gang conductors to make up mileage on their own branch lines.

SECTION III.

Rates and Rules for Way Freight Trains.

ARTICLE I.

Clause (a)—Conductors will be paid 4.80 cents per mile.

Clause (b)—Way freight conductors will have at least two trainmen.

SECTION IV.

Rates and Rules for Way Freight Trains.

ARTICLE I.

Clause (a)—Conductors will be paid 4.25 cents per mile.

Clause (b)—Light running engine and caboose will be paid for at through freight rates.

Clause (c)—Snow plow and flanger trains will be paid for at through freight rates. Under no circumstances will conductors be required to ride on snow plow or flanger. When sending out a snow plow or flanger, a caboose or other suitable car will be provided for accommodation of train crew, and full crew will be used; and accommodation when practicable other than the caboose will be provided for labourers.

ARTICLE II.

Clause (a)—Conductors in charge of freight trains (through or way) regularly set up will be paid for not less than twenty-seven hundred (2,700) miles, in all classes of service for any one month. Conductors running only part of a month will be credited *pro rata* for each working day regularly set up. This not to be construed to mean that twenty-seven hundred (2,700) miles is the maximum mileage that conductors may be permitted to make.

Clause (b)—Chain gang conductors, regularly set up, will be run first in first out of terminal points on their respective sections. All such conductors ready for duty so run around will be paid one hundred (100) miles for each run around, retaining their original standings on train board.

Clause (c)—Through freight conductors will have at least two trainmen.

Clause (d)—When it is necessary to reduce the number of conductors set up it will be done in the order of seniority, commencing with the junior man.

SECTION V.

Rates and Rules for Work Trains, Construction, Helper, Pusher, and Pile Driver Service.

ARTICLE I.

Clause (a)—Conductors will be paid 4.25 cents per mile.

Clause (b)—One hundred (100) miles or less, nine (9) hours or less to constitute a day's work. Overtime *pro rata*.

Clause (c)—Work train conductors will have at least two trainmen.

Clause (d)—Conductors having charge of pit or gang of men other than their regular trainmen will be paid twenty dollars ($20.00) a month in addition to regular work train pay.

ARTICLE II.

Clause (a)—When work trains run forty (40) miles or more in one direction to or from work, actual mileage and overtime (if any) at through freight rates will be allowed. Time so occupied not to be included in time paid for at work train rates. In case conductors make more actual miles than hours in any one day they will be paid on mileage basis.

Clause (b)—Conductors assigned to work train service and held in that service will be paid on the basis of eleven (11) miles per hour computed from the time they come on duty until laid up, and will be paid for not less than one hundred (100) miles or nine (9) consecutive hours at work train rates for every working day so held, not including overtime lapping over from previous day.

Clause (c)—Conductors on wrecking trains will be allowed actual mileage to and from wrecks, work train rates while working at same, and will be paid for not less than one day's pay for such service.

ARTICLE III.

Clause (a)—Conductors assigned to work train service will not be considered absent from duty from the time work is through Saturday night until usual starting hour Monday morning unless notified in writing before they are laid up on Saturday night that they will be required. If so notified and not used, they will be paid for five (5) hours at work train rates. Conductors will be allowed to go home for Sunday if the train service will permit, and it will not interfere with the work train service.

Clause (b)—Unless senior conductors desire otherwise, junior conductors will, if they are competent, be assigned to work trains. When conductors are required to go out on work trains they will be given sufficient time before leaving home to prepare for such service. Work trains will be bulletined over each freight promotion district.

SECTION VI.

Rates and Rules for Conductors.

(To apply to all classes of trains, unless otherwise specified.)

ARTICLE I.

Clause (a)—When a conductor is called out, full crew will be used. This not to apply when accompanying a light engine.

Clause (b)—When any train, other than passenger, averages less than eleven (11) miles per hour, overtime will be paid at schedule rates on a basis of eleven (11) miles per hour. Time to be computed from time of departure of train (except as provided for in Section VI, Article I, Clause (c) until arrival at destination. In computing overtime all mileage paid for, including doubling, will be allowed in the mileage, and unless otherwise provided for herein, the time will not include time otherwise paid for.

Clause (c)—No overtime for lay-over at home terminals. After the expiration of eighteen (18) hours, conductors on unassigned runs held away from home terminal will be paid minimum passenger rates for each hour up to nine

hours, and after that at the same rate for the last nine hours of each succeeding twenty-four (24) hours so held. The eighteen (18) hours as above mentioned must be in excess of any time occupied in taking rest that was booked. This clause not to be operative if due to blockade, nor will it include Sundays.

Clause (d)—Conductors tied up between terminal points and relieved of duty by cancellation of train or other unavoidable cause, will be allowed for actual mileage made or per clause (e) of this Article, and thereafter one hundred (100) miles for each successive twenty-four (24) hours, on a basis of hour for hour up to nine (9) hours, and so on to the end of each twenty-four (24) hours. Then actual mileage or as per clause (g) of this Article to terminal. Time so tied up to apply to all trains at through freight rates.

Clause (e)—Conductors deadheading or travelling passenger will be paid at the same rates as the corresponding man running the train on which they travel. The first conductor out will deadhead and will stand first out of these conductors at the other terminal. Conductors will not be required to abandon cabooses except to run passenger or official trains when it is the intention to return them deadhead on passenger, when the caboose would be an encumbrance, in which case superintendent will advise conductor's number, date of and departure of train they will be returned on, before they are obliged to give up caboose.

Clause (f)—Conductors required to load or unload way freight or switch en route will be paid for overtime at way freight rates for time so occupied, but not in excess of way freight rates for full trip, such time to be deducted in computing overtime. Conductors will be paid way freight rates over the full trip, if they load or unload way freight, or switch, at three (3) or more points, or a combination of three (3) of both. This is not to be construed to apply to through trains setting out or picking up cars belonging to their trains, unless a switch has to be made to spot cars which are set out; that is, cars set out of a train will be placed for loading or unloading, and this will not constitute switching unless the placing of same will necessitate the removal of car or cars from the track, to which cars set out are destined, when picking up. Any cars which are placed for loading must be respotted. The handling of water cars for other than train purposes will be by way freight trains. If any through freight trains way freight rates will be paid, provided water is distributed at three (3) or more points.

Clause (g)—One hundred (100) miles or less, nine (9) hours or less to constitute a day's work.

Clause (h)—Conductors held for train service after arrival of train at terminal will be paid for such time at detention rates, irrespective of time or mileage made on trip. This, however, not to apply when they can head or back into a track and get engine away without delay.

Clause (i)—Passenger, mixed and freight conductors switching at terminal and turn around points, will be paid at through freight rates in addition to mileage or hours made on trip. Conductors will be required to get a switching ticket covering this service, and the agent shall give such ticket upon the request of the conductor; but he may in writing note upon that ticket any dispute as to the time claimed, and such dispute shall be adjusted by the proper officer.

Clause (j)—On short runs for round trip of seventy-five (75) miles or less, actual hours or one hundred (100) miles will be allowed. On round trips of over seventy-five (75) miles, going and returning portions of trip to be split, giving overtime made in either direction. Detention at turn-around point to be included in time of going trip. This only to apply to unassigned crews.

Clause (k)—When conductors come on duty for a train which is annulled, they will be allowed for time held on duty at through freight rates, with a minimum of three (3) hours, and still stand first out.

Clause (l)—Conductors called out to fit up a caboose will be paid for time so occupied, with a minimum of three (3) hours, at through freight rates.

Clause (m)—No double to be made for less than ten (10) miles. This to apply to assisting other trains.

Clause (n)—Conductors will not be paid for performing work train service en route, unless time so occupied exceeds one (1) hour, in which case they will be paid at work train rates for the whole time so occupied, and such time not to be included in counting overtime.

Clause (o)—Conductors handling mixed or freight trains will be on duty at initial terminal thirty (30) minutes before the time set for departure of train, for which thirty (30) minutes will be paid, and detention at initial terminal exceeding forty-five (45) minutes will be paid for at through freight rates, irrespective of miles or hours made on trip. Detention at terminals paid after time set for departure of train is not to include switching, nor will detention be figured so that detention time will include any time otherwise paid for.

Clause (p)—Conductors acting as pilots will be paid the same pay as conductors handling trains.

Clause (q)—Conductors held off on company's business will be paid schedule rates for mileage lost and will be reimbursed reasonable expense while away from home.

Clause (r)—Conductors will be advised in writing and trip tickets returned for correction if mileage or time claimed is disputed.

ARTICLE II.

Clause (a)—The promotion of conductors, other than passenger conductors, will be under each promotion district. The promotion of conductors to passenger train service will be open for application over the territory, Port Arthur to the Western Boundary of Alberta. The promotion of conductors will be from through freight to way freight, way freight to mixed, and from mixed to passenger. Merit, fitness and ability being satisfactory, seniority will govern.

Clause (b)—Vacancies on passenger runs and new runs created, if permanent, will be advertised over the passenger promotion territory for fifteen (15) days, and will be given to the senior suitable conductor applying. Conductors getting runs under bulletin will be required to take them within thirty (30) days from close of bulletin, except in cases of sickness or leave of absence. Provided the conductor does not take run within required time, it will be given to the next eldest man who made application on original bulletin, who will be given thirty (30) days to get on to the run. It will be necessary for conductors on leave of absence to keep themselves informed regarding bulletins under this clause.

Clause (c)—A conductor refusing a run in the line of promotion will thereafter rank junior to the conductor accepting the run on that run only. In the event of a reduction of staff, the junior man will, in all cases, be reduced, although he may previously have obtained a run by bulletin. Under this clause no conductor in freight service can supplant a conductor in passenger service.

Clause (d)—Any line added to a promotion district will be manned by conductors from promotion district to which such lines are attached, except that in manning branch lines which connect up two (2) freight promotion districts they will be manned equally from the two (2) promotion districts so connected,

in which case the conductors transferred will rank according to their seniority with the conductors on the district to which they are transferred, but no conductor will be reduced in rank unless the number of conductors employed in that district is reduced.

CENTRAL DIVISION.

(First District.)

Port Arthur to Winnipeg, North Lake and Ridgeville subdivisions.

(Second District.)

Emerson, Miami, Wakopa, Carman, Oak Point, Grosse Isle, and Birds Hill subdivisions.

(Third District.)

Winnipeg to Dauphin, Brandon, St. Rose, Carberry, Riding Mountain, Neepawa, Rapid City, Rossburn and Oakland subdivisions.

(Fourth District.)

Hartney, Kipling, Regina, Bienfait, Carlyle, Radville, Moose Jaw, Bengough, and Wawanesa subdivisions.

WESTERN DIVISION.

(First District.)

Dauphin to Humbolt, Dauphin to Prince Albert, Winnipegosis, Thunder Hill, and Hudson Bay subdivisions.

(Second District.)

Regina to Prince Albert, Kindersley, Shellbrook, Crooked Lake and Delisle subdivisions.

(Third District.)

Humbolt to Edmonton, Carlton, Sturgeon River, Cut Knife, Battle River, Athabasca and Stony Plains subdivisions.

By arrangement between general superintendent and general committee, this clause can be changed without the revision of this schedule, and for promotion purposes the second and third districts in the Central Division may be considered as one district.

Clause (f)—Except as provided in clause (d) of this Article, a conductor will not be transferred from one promotion district to another, except in cases of shortage of conductors on that district, when the junior man will be sent, and must go unless senior men wish to go. Conductors will be so notified of such transfer at their home terminals.

Clause (g)—The right to run extending over more than one promotion district will be divided between the men on such districts as nearly as possible on a mileage basis.

Clause (h)—Conductors held to do spare running will be run first in first out, except when it is known that a car will be vacant for ten (10) days or more, when it will be given to the oldest conductor on spare list. Where no conductors' spare board is kept, the oldest available spare conductor will be entitled to the car, if it is to be vacant for less than ten (10) days, if for more the oldest spare conductor will be given the car at the first opportunity.

Clause (i)—Whenever it becomes necessary to increase the force of conductors on any division, one conductor, when practicable, will be hired to two (2) brakemen promoted. When hiring conductors under this rule, conductors in the service as brakemen will be given preference. No conductor will be hired who has not had at least two years' experience as conductor on a steam surface railway.

Note.—In the event of any dispute as to the construction or application of this clause, such dispute shall be referred for settlement to the chairman of the Order of Railway Conductors, the chairman of the Brotherhood of Railway Trainmen, and the general superintendent, or someone to be appointed by him, whose decision or the decision of the majority shall be final.

Clause (j)—Superintendent or trainmaster on each district will, on request, furnish the chairman of the local committee, each month, with the names and dates of all conductors promoted and hired during the month, who will add them to the list which will be kept in a conspicuous place at each terminal. Anyone wishing to protest his rating or absence of rating will be required to do so within thirty (30) days from the time names are posted, otherwise his protest will not be considered.

Clause (k)—Freight conductors will be assigned to regular freight sections, and will be kept on those sections, except that in stress of business they may be required to go to another section, in which case they will be changed off with the first crew of that section met that does not require rest.

ARTICLE III.

Clause (a)—Conductors will not be required to handle way freight at night, or on Sunday, except that conductors on trains handling perishable freight, such as fresh meat, butter, eggs, beer or other liquids that are perishable, will load or unload such perishable freight at night or on Sunday, but will not be required to load or unload other freight at stations where they may handle perishable freight during prohibited hours. All trains leaving terminal points between the hours of three (3) o'clock and ten (10) o'clock will not be considered night trains, and such trains will work as way freight through to destination of runs, irrespective of the hour of reaching the destination. The exception mentioned in connection with the handling of perishable freight is not to be taken advantage of by the company when possible to avoid it.

Clause (b)—Conductors will not be compelled to handle cars in trains, the draft gear of which is defective, and requires to be chained, further than to take cars of paying freight that may become disabled en route to the destination of the car or first terminal. Under no circumstances will conductors be required to handle cars behind caboose other than official cars or flangers.

ARTICLE IV.

Clause (a)—Conductors who have been on duty twelve (12) hours or more will not be called again for immediate duty if they want rest, the conductor to be judge of his own condition, but eight (8) hours to be considered sufficient except in extreme cases. The required rest must be booked on arrival, and will be given complete before being called. When a conductor books rest, his caboose will not be sent out until rest is up.

Clause (b)—Conductors who have been on duty sixteen (16 hours will be entitled to eight [8] hours' rest; same to be arranged by despatcher as soon as it can be arranged without delaying other trains with which he had arranged a meet before being advised of rest required.

Clause (c)—It is understood that trains will not be marshalled with caboose attached.

Clause (d)—At terminals where carmen are employed they will couple hose and test air. Conductors will have assistance rendered carmen when same would avoid delay to train.

ARTICLE V.

Clause (a)—It is not the desire or intention to establish the practice of double heading engines on freight trains.

Clause (b)—Double headers may be run in cases of storms, accidents, to avoid running engines light, moving engines to and from shops or from one division to another, or to consolidate with another train on which the engine has been partly disabled, and in all such cases the tonnage shall not exceed the tonnage of the largest engine attached over the division. The maximum number of cars handled exclusive of caboose will be thirty-five (35). Way freights will not be double headed.

Clause (c)—Helping engines may be used to assist trains over the following grades, and at such points as may be arranged from time to time between the general superintendent and the general committee, without the revising of this schedule.

CENTRAL DIVISION.

(First District.)

Stanley Junctions to Kakabeka Falls.
Mokoman to Rowan.
Shabaque to Mabella.
Spraque to South Junction.

(Second District.)

Miami to Altamount.
Learys to Cardinal.
Somerset to top of Hill (Carman and Miami Secs.)

(Third District.)

Wawanesa to Top of Hill both ways.
Ninette to Top of Hill both ways.

WESTERN DIVISION.

(First District.)

Roblin to Makaroff.
Prince Albert to Davis.
Kamsack to Veregin.
Buchanan to Rama.

(Second District.)

Lumsden to Regina.
Lumsden to Disley.
Saskatoon to Top of Hill both ways.
Prince Albert to Clouston.

(Third District.)

Borden to Langham.
Islay to Kitscoty.
Drumheller to Top of Hill both ways.

ARTICLE VI.

Clause (a)—Freight conductors living within two (2) miles of yard office, and passenger conductors living within two (2) miles of passenger station, will be called as nearly as possible in time to be on duty thirty (30) minutes and be ready for service before the leaving time of trains. Caller will be furnished with a book in which will be registered time train leaves and in which conductors will sign their proper names. Passenger and mixed train conductors on trains timed to leave passenger station between the hours of eight (8) o'clock and twenty-two (22) o'clock will not be called.

Clause (b)—Conductors assigned to regular runs will not be required to stop in caboose at terminal points, and unless they are advised that they will be required before their regular run, will not be considered absent from duty if required and not on hand. Conductors so advised will be given their turn out with unassigned conductors. Conductors will leave their proper addresses at terminals, and should they be absent from their regular residence they will leave word where they can be found if required.

Clause (c)—Conductors assigned to regular trains will not be required to do other work than that to which they are regularly assigned, except in cases of wrecks, when no other conductors are available, or when called to relieve on a superior train.

Clause (d)—Mixed train conductors on leave of absence for less than thirty (30) days will be relieved by the senior suitable freight conductor working out of the same terminal, and on the same promotion district, if for thirty (30) days or more, they will be relieved by the senior suitable freight conductor on the promotion district. Assigned freight conductors will be relieved by senior freight conductors. Freight conductors will be relieved by senior spare conductors.

ARTICLE VII.

One trainman on each train must be competent and have at least six (6) months' experience as such, and the same or another trainman must be acquainted with the road. A conductor will not be required to take out a trainman who is found to be incompetent more than one round trip, unless his incompetency be disproved. Conductors finding trainmen incompetent must make complaint in writing.

ARTICLE VIII.

Clause (a)—All accidents shall be investigated, and conductors may be held off not exceeding three (3) days for this purpose. Evidence of all parties concerned shall be taken, and no conductor shall be disciplined until his case has been investigated, and if not satisfied with decision rendered he will be given an opportunity to review the evidence, and may appeal to the superin-

tendent and then to the general superintendent, and may have the assistance of a fellow employee when so doing. Notice of such appeal to be served on officer giving discipline within five (5) days of decision. When found blameless, he will be paid for time lost. When a charge is laid against an employee, said employee may have the privilege, if desired, of meeting party or parties making the charge face to face in the presence of an officer of the company.

Note.—It is understood that investigations will be held as quickly as possible, and that the layover time will be used as far as practicable.

Clause (b)—When a conductor is discharged or resigns, he will, as soon as possible, be paid and given a certificate, on request, stating time of service and in what capacities employed.

ARTICLE IX.

Clause (a)—Canadian Northern conductors compelled to work on construction lines will be governed by rules and rates of pay governing the conditions of conductors on the Canadian Northern Railway.

Clause (b)—A conductor who, with proper consent, temporarily works for the construction department, and is turned in by that department, will have the right to place his case before the proper officials of the operating department, who will immediately institute enquiries, and if evidence obtained shows that dismissal is not warranted he will be returned to service.

ARTICLE X.

Clause (a)—Conductors entitled to regular work in road service will lose their seniority standing after thirty (30) days' service in any other class of work, except by special arrangement with the approval of the general superintendent, and in cases where employees accept positions with the Order of Railway Conductors.

Clause (b)—Conductors who are discharged and not re-employed within six (6) months will be regarded as new men, except that a conductor who has been discharged more than six (6) months may be reinstated when such action is sanctioned by the general superintendent and the general committee of the Order of Railway Conductors.

Clause (c)—Conductors who are laid off on account of reduction of crews will, upon requesting same, be given a letter stating time leave of absence is granted for, and reason.

Clause (d)—Members of the general committee will be relieved when required for committee work. Sufficient notice must be given superintendent so that service will not suffer.

ARTICLE XI.

Freight or mixed train conductors handling five (5) or more heated cars, or seven (7) or more coaches, or three (3) and five (5) combined between the months of November and March inclusive, will be allotted a man to attend to the heaters.

ARTICLE XII.

Assignments will not be made except by bulletin or time table. This not to apply to work trains.

ARTICLE XIII.

When a conductor reports for duty and his caboose is being held away from home terminal, he will be allowed to deadhead out on his own time to take his car, and the conductor so relieved will deadhead to his home terminal on his own time.

ARTICLE XIV.

The terminals on the line will be as follows:—Port Arthur, Atikokan, Rainy River, Winnipeg, Emerson, Dauphin, Kamsack, Humbolt, North Battleford, Vermilion, Edmonton, Brandon, Kipling, Regina, Belmont, Virden, Neepawa, Swan River, Hudson's Bay Jct., Prince Albert, Saskatoon, Kindersley, Athabasca Landing, Le Pas, Carlyle, Radville, Russell, and such other points as are properly bulletined from time to time as being terminals, whether temporary or permanent.

ARTICLE XV.

Any question of interpretation of this schedule which may arise will be adjusted by the general chairman with the general superintendents, and then, if necessary, with the assistant general manager.

ARTICLE XVI.

The Articles embodied in this schedule shall constitute an agreement between the Canadian Northern Railway Company and its conductors, and no portion thereof shall be changed or abrogated without the approval of the general superintendent and the general committee of the Order of Railway Conductors, and then not until thirty (30) days' notice in writing has been served by the party desiring the change on the other party thereto.

STATEMENT OF MR. HALL.

The statement of Mr. J. Harvey Hall, above referred to, is as follows:—

To the Honourable the Minister of Labour, Ottawa, Ont.

Honourable Sir,—While I have signed the attached report *re* the Canadian Northern Railway and its conductors, there are a number of clauses that I cannot accept as fair.

I regret very much that I am unable to agree with either the chairman or Mr. Cross in regard to several of the clauses contained in this report.

First. I think that the rules and rates should have been made effective from the sixth day of January last, owing to the serious expense that the men have been put to by the delay.

Second. Clause (a) of Section Four, Article I. The rate proposed by the Board is, in my opinion, inadequate and does not meet the situation.

Third. Clause (a) of Section Five, Article I. I think that the recommendation of the chairman does not meet the situation in regard to compensation in this section.

Fourth. Clause (i) of Section Six, Article I. The majority of the Board recommend that the conductors should do the switching at junction points without remuneration, other than that received in detention while making trips. This I do not agree with, owing to the fact that at those points there is liable to be a great deal of work in this respect of which the men are really receiving no compensation.

Fifth. Clause (j) of Section Six, Article I. On short round trips, the Board refuse to concede to the conductor what is being paid to other employees on the train. While he is held responsible for the business of the company, I think that proper compensation should have been allowed him, or comparative if necessary, with other members of his crew.

Sixth. Clause (o) of Section Six, Article I. In regard to terminal detention; while the Board has conceded that the old conditions should be modified

in respect to this, still they require the conductor of the train who is held entirely responsible for its operation and the time in getting it ready to leave a terminal, they have not conceded to him the same conditions as other men on the train, therefore I think in regard to consistency that the conductor should be paid for the full time required to get his train in movement from a terminal point, the same as is paid to the engineer and fireman.

Those being the essential clauses in this schedule in regard to compensation, I must therefore decline to agree with the other members of the Board.

The balance, however, I have pleasure in agreeing with the chairman of the Board in respect to them.

(Sgd.) J. HARVEY HALL.

MINORITY REPORT.

The minority report of Mr. Wm. Cross is as follows:—

For the Canadian Northern Railway Company.

WINNIPEG, April 22, 1913.

Re Industrial Disputes Act, 1907, and the difference between the Canadian Northern Railway Company and certain of its employees, being members of the Order of Railway Conductors.

To the Honourable the Minister of Labour, Ottawa.

In response to your appointment of March 19 last, I have attended the session of the Board of Conciliation and Investigation established in this matter from its inception on the 31st ultimo until the 22nd instant, when the Board dissolved. The report of the chairman will convey to you the result of its sittings.

From this I am compelled to submit to you a minority report, seeing that no adjustment has been made, so that there may be no misconceptions about the stand that the Canadian Northern Railway Company has had to take in the matter.

The new schedule of demands set up by the conductors was based as follows:—

First. An increase in pay varying from 7.6% to 21.2% for the several classes of work which had to be performed.

Second. A limitation of the mileage to be performed in passenger service for a month's salary.

Third. Shortening the hours from nine to eight, nine being the standard of a day's work in other classes of service.

Fourth. Changing articles in the existing schedule so that extra hours by detention time could be put in, thus rendering abortive the standard freight train's work of 100 miles or nine hours for a day's work.

The reasons set up for the above demands were the increased cost of living and the fact that other systems, such as the Canadian Pacific Railway with its double track, could do the work, passenger and freight, in so many less hours.

Against these demands the Canadian Northern Railway Company has shown that the rates of pay given to this class of labour in its employ is fair and equitable, and that those rates are based upon a guarantee minimum salary which compares favourably with the salaries of professional men in this country, and which is much higher than other classes of labour in the community which requires equal skill, and has quite as much responsibility.

These minimum rates show per month for passenger conductors $148.50, based upon a monthly mileage of 5,000 miles, with extra mileage *pro rata.*

For way freight they are $124.20 per month, based upon 100 miles or nine hours' work, with overtime—either mileage or hours—*pro rata,* based on a mileage rate of 4.60 cents per mile.

For mixed trains they are $116.76 per month with overtime based on a mileage rate of 4.17 cents per mile.

For through freight the minimum is $112.59 per month, with overtime at 4.17 cents per mile.

The work trains are governed by through freight regulations, barring the minimum.

The above minimum rates do not exhibit the higher wages that are made, but the pay rolls do, and thus it is seen that the average monthly pay of conductors from September 1, 1912, to February 28, 1913, upon the Central Division of the Canadian Northern Railway Company was, for passenger service, $158.84. The contention set up that this average was obtained under an extreme stress of delays is not substantiated by the detention records, as the extreme cases of delays to the westbound passenger train from Winnipeg show as follows:—

	Total time lost	Average per section	Average per trip
	Hrs. Mins.	Hrs. Mins.	Hrs. Mins.
December, 1912	100.31	33.27	1.05
January, 1913	108.38	36.13	1.10
February, 1913	61.30	20.30	.44
March, 1913	57.25	19.08	.37
			Mins.
Average delay per trip for four months			.54

As these months cover the worst railroading periods in the year, the delays of operating show at the very worst for the year, and as the citations to warrant the demand was against the train which had to face a rising elevation upon its journey, the most trying train was selected. The delay of fifty-four mins. per trip over two sections is therefore the worst evidence that could be set up to warrant the increased monthly rating for passenger service. This upon a train the running time of which is 32 hrs. 50 mins. and for which $27.00 is paid. The mileage schedule upon which passenger mileage, for rating purposes, is based, is 15 miles per hour. This is the standard west of Fort William, and also in the United States northwest of Chicago. The running time of this train (826.9 miles) is 32 hours 50 mins., which with the average delay per trip to Edmonton total 34 hours 43 mins., and shows a saving allowance of time in favour of conductors of over twenty hours, surely an ample allowance of time for all the work of registering and reporting which forms part of their duties. The lost time shown herein was largely caused by accidents and blockades, for which the schedule provides a detention allowance, paid *pro rata,* and therefore leaves no cause for a grievance upon that account. The evidence of the operation of the passenger train service upon the Canadian Pacific Railway which runs upon the single track under similar circumstances to the Canadian Northern Railway is instanced by a comparison as below:—

SESSIONAL PAPER No. 36a

CANADIAN PACIFIC RAILWAY

Section.		Mileage.	Trains.		Time of train.		Miles per hour.	
From	To		No.	No.	West bound.	East bound.	West bound.	East bound.
					hrs. mins.	hrs. mins.		
Moosejaw	Medicine Hat	258.2	13	14	10.10	9.00	25.4	28.6
Medicine Hat	Calgary	180.1	"	"	6.05	5.10	29.6	34.8
Medicine Hat	Kootenay Ldg.	591.7	513	514	17.15	17.00	22.3	22.3
Totals		830.0			33.30	31.10	24.7	26.1

Mean average: 32 hours, 22 minutes. 25.4 miles.

CANADIAN NORTHERN RAILWAY

Section.		Mileage.	Trains.		Time of train.		Miles per hour.	
From	To		No.	No.	West bound.	East bound.	West bound.	East bound.
					hrs. mins.	hrs. mins.		
Winnipeg	Kamsack	278.7	1	2	10.35	11.10	26	25
Kamsack	Battleford	294.0	"	"	11.35	11.40	25.8	26
Battleford	Edmonton	254.2	"	"	10.35	10.05	25	25.3
Totals		826.9			32.45	32.55	25.2	25.2

Mean average: 32 hours, 35 minutes. 25.3 miles.

These trains are similar in respect to the duties to be performed, and therefore show a fair comparison. Even allowing some of double track on the Canadian Pacific Railway, the comparison is not to the detriment of the Canadian Northern Railway, as it will be noted that the time taken for the run, and the speed to be made, is nearly uniform.

The comparisons of the monthly wages paid to regular freight conductors during the same period of time upon the Central Division show as follows:—

District No. 1	$ 169.33
District No. 2 and 3	164.23
District No. 4	159.56
	$ 493.12
Average	$ 164.37

This monthly average exceeds the minimum of the way freight rates by $40.17, and of the through freight rates by $51.78, and shows that the wages of these two classes of men average for the whole year as follows:—

Way freight conductors	$ 144.28
Through freight conductors	138.48

It must surely convince all unprejudiced persons that these earnings ought to be considered satisfactory to the men getting them. It has been shown in

the company's statement objecting to the demands that since the first conductors' schedule was set up in 1896 that the rates have been advanced over 40 per cent. That schedule granted an advance approximately of 10 per cent., so that from then until now the rates for this class of labour has advanced over 50 per cent. While it is indisputable that the cost of living has increased in the same period, yet it cannot be proved that it has increased to this extent, and what is far more important, so far as this investigation is concerned, it cannot be shown that any other portion of the community except the railway operating employees have obtained such increases. With this fact so plain, and the business part of the community demanding relief in the cost of transportation, surely this class of men and all other railway employees who have been so fortunate in getting such increases, will be wise enough to look within themselves and consider whether the time has not come when they should give a greater consideration to the claims of that portion of the community which has not had such advances, and be satisfied with what has been so generously conceded in the past. No chain is stronger than its weakest link, so they will be wise not to break the chain.

The rates paid the building trades have been cited as a fair comparison upon which the demands of the conductors should be granted. The comparison herewith will show how advantageously the conductors are remunerated, especially when full consideration is given to the fact that the minimum rates are guaranteed and must be paid, no matter how difficult this may be to the company at times to effect it.

COMPARISON OF EARNINGS OF THE CONDUCTORS OF THE CANADIAN NORTHERN RAILWAY COMPANY AND THE WINNIPEG BUILDING TRADES.

Conductors	Rate per hour	Rate per mile	Earnings.			Weekly Schedule	Hours of work.			Average
							MPH 20	MPH 25	MPH 30	
	cts.	cts.	Weekly	Monthly	Yearly					
Passenger	92	2.97	34.27	148.50	1782.00	54	42	35	30	40
Mixed	50.6	4.60	29.72	128.80	1545.60	63				
Way freight	50.6	4.60	28.46	124.20	1490.40	54				
Through freight	45.8	4.17	25.98	112.59	1351.08	63				
Averages	52.5		29.61	128.52	1542.27	58.5				

Building Trades.						Value of time by weather and trade conditions	Amount of decrease	Balance for year
	cts.							
Bricklayers and Masons	70		30.80	133.46	1601.60	44	33.3%	533.86	1067.74
Plasterers	65		31.20	135.20	1622.40	48	"	540.80	1081.60
Marble Workers	62½		30.00	120.00	1440 00	48	"	480.00	960.00
Stonecutters	65		31.20	135.20	1622.40	48	"	540.80	1081.60
Plumbers	55		26.40	114.40	1372.80	48	10%	137.28	1235.52
Carpenters	55		27.50	119.58	1430.00	50	33.3%	476.66	953.34
Averages	62.5		29.51	126.34	1514.87	47.7		451.57	1063.30

In the above the union rates are shown, but the true state of affairs in connection with these trades is that there is so much free labour employed that it would be hard to get at the minimum, and thus the above comparison shows the minimum for the conductors and the maximum for the building trades.

No advantage that the building trades may have upon overtime rates can compensate and make equal the great difference of earnings as shown above.

Considerable time was taken to effect a change in the short run clause as set up in clause (j) Article I, Section 6, the effect of which would have been to violate clause (g) in the same Article and Section. Nothing that I know of exposes the trade unionist to condemnation more than these insidious attempts to violate the set principles of an agreement when made. Nothing in all this dispute shows this more clearly, and as in this demand it shows:—

First. A demand based upon shortening the hours to 8 upon which 100 miles shall be computed, while at the same time it also set up that certain conditions prevent 100 miles being run in 9 hours; certainly a very contradictory demand.

Second. A demand is made to violate an established trade principle that demands for changes of rates and conditions are only justifiable when the district rates and conditions show that the company or trade does not comply with the standard rates or conditions.

Third. A demand to compel a single track system to operate up to the perfection of a double track system.

Fourth. A demand that passenger mileage shall be limited while the emolument shall be increased.

To the above I say in regard to the first of these demands that when the first schedule was set up for the locomotive engineers and firemen on the Canadian Pacific Railway, the short run clause was written by Sir William Van Horne, at that time the general manager, and it read as follows:—

> "Engineers ordered out on occasional short runs of less than 100 "miles shall be paid for 100 miles, but may be held for service to the "extent of 10 consecutive hours."

This has been amended to 9 hours in Canada, but not upon any of the railways in the Northwest in the United States.—hence the Canadian Northern Railway is in competition with those railways, and pays detention money upon a day of nine hours against a day of ten.

The second demand violates a well established trade union principle, and hence it is a disturbing factor which will, sooner or later, recoil upon its originators.

The third only requires exposing to show how extortionate men will at times become, and as it is an impossibility it will level itself.

The fourth demand is also against the established trade principle I have cited, and it is that which has caused me to write this minority report.

As time goes on, the Canadian Northern Railway will improve, and in nothing in connection with its system will the improvement apply quicker to the benefit of its employees than to the very class of men who are now in dispute with it. The track will in every way be improved until it will compare with the best in the country, and double tracking will naturally come. The road at present not being a completed system suffers greatly in its competition with other systems, and its business therefore is limited.

I hope the men concerned will see the wisdom of reconciling the clause for passenger train work to what is shown to be the standard upon the roads running parallel with it.

As the matter now stands, those amendments which I was prepared to agree to in order to make unanimity, and also to prevent as far as I was able any disturbance in the operation of the Canadian Northern Railway, and which were offered provisionally upon the condition that the passenger rating and

mileage could be arranged acceptably, now fall down, but for all that I hope the officers of the company and the men will still consider this matter, and come to an agreement which will be satisfactory to all concerned.

(Sgd.) Wm. Cross,
Member of the Board.

II. — APPLICATION FROM SCAVENGERS, WATERWORKS EMPLOYEES, AND MAINTENANCE AND CONSTRUCTION MEN, MEMBERS OF EMPLOYEES' CIVIC UNION AND LOCAL OF INTERNATIONAL UNION OF HODCARRIERS, BUILDING AND COMMON LABOURERS, EMPLOYED BY THE CORPORATION OF THE CITY OF VANCOUVER, B.C.—BOARD ESTABLISHED.—UNANIMOUS REPORT BY BOARD.—NO CESSATION OF WORK.

Application received—March 14, 1913.

Parties concerned—The Corporation of the City of Vancouver, B.C., and scavengers, waterworks employees, and maintenance and construction men, members of Civic Employees' Union and Local of International Union of Hodcarriers, Building and Common Labourers.

Applicants—Employees.

Nature of industry concerned—Municipal work.

Nature of dispute—Increase in wages of waterworks men and alleged discrimination against members of the Union.

Number of employees affected—Directly, 1,200; indirectly, 1,200.

Date of constitution of Board—April 5, 1913.

Membership of Board—Honourable Mr. Justice Denis Murphy, Vancouver, B.C., chairman, appointed on the joint recommendation of the other members of the Board; Mr. H. O. Alexander, Vancouver, B.C., appointed on the recommendation of the Corporation of the City of Vancouver; and Mr. Geo. E. McCrossan, also of Vancouver, B.C., appointed on the recommendation of the employees concerned.

Report received—May 14, 1913.

Result of inquiry—A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute. The award was accepted by the Corporation of the City of Vancouver and was understood also to be acceptable to the employees concerned.

The Minister received, on May 14, the report of the Board of Conciliation and Investigation to which had been referred for adjustment certain differences between the Corporation of the City of Vancouver and its employees, including scavengers, waterworks employees, and maintenance and construction men, members of Civic Employees' Union and Local of International Union of Hodcarriers, Building and Common Labourers. The number of employees affected was placed at 1,200 directly and 1,200 indirectly. The dispute grew out of the demand of the waterworks employees for an increase of 2½ cents per hour and from a demand on the part of the employees for the dismissal of certain officials of the city for alleged discrimination against and intimidation of union men.

The Board stated that the complaint regarding discrimination against members of the Civic Employees' Union was well founded, and recommended that some alterations should be made in the methods of dismissing men. Regarding the demand of the waterworks employees for an increase of 2½ cents per hour, the Board held evidence that the rate paid was as high as that paid by any contractor in Vancouver and vicinity. The Board therefore did not approve of this demand, but recommended that in the case of men working at a greater depth than six feet below the surface they should be paid the same rate as that paid to men in the sewer department working under similar conditions.

A letter was received in the Department from the Mayor of Vancouver, stating that "the recommendations of the report were practically all placed in effect before the report was issued." The award was understood to be acceptable also to the employees concerned.

REPORT OF BOARD.

Following is the text of the Board's report:—

VANCOUVER, B.C., May 7, 1913.

The Honourable the Minister of Labour, Ottawa, Canada.

In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of a dispute between the Civic Employees of the City of Vancouver and the Corporation of the City of Vancouver.

SIR,—The undersigned members of the Board of Conciliation appointed in this matter beg respectfully to report as follows:—

Meetings of the Board were held on April 7, 14, 15, 16, 17, 23, 24, 25 and 28. In addition, the chairman held a conference with the representatives of the Civic Employees' Union on the 29th and with the representatives of the City of Vancouver on the 30th, with a view to adjusting the matters in dispute, if possible, so as to avoid the necessity of making a formal report. This attempt, however, failed.

The matters complained of as presented to the Board were divided into three parts.

First, it was alleged by the Civic Employees' Union that discrimination against union men had taken place in the scavenging department of the City of Vancouver. The representatives of the city took the position before the Board that the city had no objection to the existence of the Civic Employees' Union and made their defence on the ground that no such discrimination as alleged had been indulged in. So far as members of the city council and city engineer, Mr. Fellowes, are concerned, this was shown to be true. In fact, no evidence whatever tending to implicate either such members or the engineer was adduced.

The superintendent of the scavenging department is a Mr. Wylie, and his assistant foreman is a Mr. Lee. In the opinion of the Board, discrimination has taken place against members of the Civic Employees' Union. For such discrimination they consider assistant superintendent Lee primarily responsible, but they believe he acted with the knowledge and concurrence of superintendent Wylie. Since the beginning of the year six men have been summarily dismissed from the scavenging department. Of these, four were members of the Civic Employees' Union, and two, McBeth and Parker-Bruce, were prominent in carrying on a propaganda to obtain additional members for that union. The other two men so summarily dismissed were apparently non-union men. One was dismissed for drunkenness, and the other for using abusive language to a householder, both matters being in the opinion of the Board of so serious a character as to justify drastic action. McBeth was dismissed because it was alleged by Lee and corroborated to a certain extent by two other labourers under his employ that McBeth had entered a cafe and spent some ten or fifteen minutes there during working hours. It was shown before the Board that the custom exists amongst scavengers in the City of Vancouver when doing work in the business sections to accept offers of refreshment, coffee and such like,

from the proprietors of cafes, hotels, etc. In the opinion of the Board this custom was known to assistant superintendent Lee, if not to Mr. Wylie. Whilst the Board was unanimously of the opinion that a regulation should be made by the city forbidding any such practices, they are convinced that the indulgence in same by McBeth was made a pretext to get rid of him, and that if he had not been a member of the Civic Employees' Union he would not have been so drastically dealt with. This was clearly shown by the fact that a couple of days after McBeth's dismissal, Lee caught another employee doing the same thing, but instead of dismissing him summarily, he warned him that such practice must stop, adding that one man had been dismissed because of same.

Parker-Bruce was dismissed for singeing the hind legs of his horse in the stable with a lighted match. This was undoubtedly to a certain extent dangerous, but again the Board are convinced that it was a pretext and not the real cause of his dismissal. They think that had he not been a union man of considerable activity he would have been warned. They agree that it is a serious matter to light a match in the stable, but the evidence showed that although there is a prohibition for smoking, matches have at times been lit in the stables for the purpose of examining horses. They think a stringent regulation should be passed by the city forbidding this to be done in the future. The two other union men who were dismissed were accused of wasting their time during working hours. The evidence against them was that of assistant superintendent Lee and a foreman under him called Reilly. Both of these men, in the opinion of the Board, in giving their evidence showed a bias against the union.

It was also shown that assistant superintendent Lee had directly under him quite a number of his immediate blood relations. The Board considers it unwise for the city to have such a condition of things continue, as it is very likely to cause dissatisfaction and to create the impression of favoritism.

Whilst again agreeing that loitering during working hours is a grave breach of discipline, the Board believe that had these men not been members of the Civic Employees' Union they would not have been so summarily dealt with. They would have been warned, the Board believe. The four union men and presumably the other two as to whose dismissal there was no evidence given, except the mere fact that it had taken place, were summarily dismissed by superintendent Wylie without being given a hearing or in fact knowing, in some cases at any rate, why such action was being taken. It appears to the Board that the power of taking such drastic action in dealing with labourers when vested in a single official is likely to be abused. In the particular instance of Mr. Wylie, whilst undoubtedly he is an admirable servant of the city, his attitude before the Board displayed not only a bias against the Civic Employees' Union but also an arbitrariness of character calling for the curtailment of the unlimited powers he has apparently hitherto had of dealing with the men under him without giving them a hearing and without assigning a cause for their dismissal. On this branch of the inquiry, therefore, the Board is of the opinion that the Civic Employees' Union have made out their case, but at the same time they do not believe that the actions of assistant superintendent Lee and of superintendent Wylie under all the circumstances are such as to require anything further than an admonition and an alteration of the methods in dealing with the dismissal of men under them.

The next point raised by the men was the contention that the employees of the waterworks department of the city engaged in digging trenches should have their pay increased by the rate of 2½c per hour. Apparently the basis for this demand was that previous to a couple of years ago the city did pay these men something more than they pay employees in other departments.

It was explained, however, on the city's part that about that period wages of common labour were standardized by making $3.00 a day the regular rate in all departments. The Board conceive that in dealing with matters of wage increase when such demands are made, not from a business corporation which may be shown to be making large profits from labour, but from a city which must derive its revenue from the taxation of the community, they must proceed on two principles, the first that every labourer must be paid a wage sufficient to enable him to maintain himself and his family in a reasonable degree of comfort; the other, that that being granted, the law of supply and demand must rule; in other words, if it can be shown that the city is paying such a reasonable living wage, then there is no reason why it should be called upon to pay more for labour than is being paid in the open market by contractors doing a similar kind of work. It was admitted on the part of the men that they could not show that the rate of $3.00 a day for 8 hours' labour was not such a reasonable living wage. It was shown on the part of the city that such rate of pay was as high, if not higher, than is paid by any contractor in Vancouver and vicinity doing a similar kind of work. The Board, therefore, is of the opinion that this demand cannot be approved of, except possibly under one minor head. It was shown that in the sewer department of the city where similar trench work is done, men working below a certain depth from the surface are paid a somewhat higher wage. It very seldom happens in the waterworks department that such deep trenches are dug, but it does so happen on occasion. The Board are of the opinion that the city might well favourably entertain the demand of the men to the extent of paying any men in the employ of the waterworks department at a greater depth than, say, six feet below the surface the same extra wage as is paid to men in the sewer department working under similar conditions.

The third matter brought before the Board was an allegation of discrimination in the maintenance department. This department employs labour for the purpose of maintaining the streets of the city in proper condition. Evidence was given only in connection with one gang, that in Ward Four, there being six wards in the city. The representatives of the Civic Employees' Union put forward a complaint that the foreman of Ward Four, one Mr. Davis, was discriminating in the matter of the employment of men. Up to the time of the Board's sitting, these ward foremen had the power of hiring and dismissing men, although the Board is informed that the city has now altered the regulations so as to take this power out of the foremen's hands and place it in the hands of the assistant city engineer, a move which in the opinion of the Board is to be commended. Inasmuch, however, as an adjustment of the dispute could not be brought about, the Board deem it their duty to report upon the matter as it existed at the time of the hearing.

The charge against Mr. Davis was that he being a member of a secret society gave employment to those who were members or whom he thought were likely to become members of such society in preference to others, and that having hired likely candidates, he personally canvassed them with a view to inducing them to join said society. Twenty-three men employed under Mr. Davis were called, and of these fifteen were shown to be members of the society in question. Mr. Davis admitted canvassing his men to join the society. In the opinion of the Board it was shown that that canvass had proven effective; several labourers after being under his supervision for a few months were shown to have joined. The twenty-three men called included practically all labourers employed under Davis. Not a single man of those working under him was a member of the Civic Employees' Union. It was shown that

if it became necessary to lay off men, members of the order to which Davis belonged would be the last to suffer. In the opinion of the Board, solicitation on the part of any official amongst the men under him to join any society or any organization is highly prejudicial to the interests of the city and is very likely to create such a condition as the Board finds has been proven here, viz., discrimination in favour of the members or the likely candidates for membership in the society or organization on behalf of which the solicitation takes place. Since the sittings of the Board, the city have removed Davis to another ward, and so far as the city engineer, Mr. Fellowes, or any other official is concerned, there was no proof adduced before the Board that they had any knowledge of these practices on the part of Davis. In view of the action of the city, it does not seem necessary that the Board should make any recommendation other than the statements hereinbefore contained in reference to this feature of the investigation.

We have the honour to be, sir, your obedient servants,

(Sgd.) Denis Murphy,
Chairman.

(Sgd.) Hy. O. Alexander,
Commissioner on behalf of City of Vancouver.

(Sgd.) Geo. E. McCrossan,
Commissioner on behalf of Civic Employees' Union.

III.—APPLICATION FROM CERTAIN EMPLOYEES, MEMBERS OF THE BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEMEN, EMPLOYED BY THE CANADIAN PACIFIC RAILWAY COMPANY ON ITS ALBERTA DIVISION.—BOARD ESTABLISHED.—CONFERENCE BETWEEN REPRESENTATIVES OF BROTHERHOODS AFFECTED MET IN CHICAGO AND PROVIDED MEANS OF SETTLEMENT.—NO CESSATION OF WORK.

Application received—March 31, 1913.

Parties concerned—The Canadian Pacific Railway Company and certain employees on the Alberta Division, members of the Brotherhood of Locomotive Firemen and Enginemen.

Applicants—Employees.

Nature of industry concerned—Railway.

Nature of dispute—Alleged breach of agreement by company *re* promotions.

Number of employees affected—Directly, 2,659; indirectly, 7,000.

Date of constitution of Board—April 15, 1913.

Membership of Board—Professor Adam Shortt, Ottawa, Ont., chairman, appointed on the joint recommendation of the other members of the Board; Mr. J. H. Wellington, Moose Jaw, Sask., appointed on the recommendation of the employing company; and Mr. D. Campbell, Toronto, Ont., appointed on the recommendation of the employees concerned.

Reports received—October 21, 1913.

Result of inquiry—Report of Board was accompanied by a minority report signed by Mr. Campbell. The report stated that the dispute was in reality between the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen, the Canadian Pacific Railway Company having accepted the seniority list prepared by the former, the correctness of which was questioned by the Brotherhood of Locomotive Firemen and Enginemen. A conference was held in Chicago between representatives of these two Railway Brotherhoods at which an agreement was entered into providing ways and means for the settlement by joint action of matters in dispute and apparently including such differences as had been here referred. Due note of this matter was taken by the Board and action was taken accordingly. Nothing further was heard of the dispute.

The Minister received, on October 21, the majority and minority reports of the Board of Conciliation and Investigation appointed under the Industrial Disputes Investigation Act, 1907, to inquire into a dispute between the Canadian Pacific Railway Company and certain employees on the Alberta Division, members of the Brotherhood of Locomotive Firemen and Enginemen. The minority report was signed by Mr. D. Campbell, the employees' nominee. The number affected was given in the application as 2,659 directly and 7,000 indirectly. The dispute grew out of the alleged failure of the company to promote men in their turn and to place them on the list of engineers in the order of their seniority in engine service with the company, in accordance with the terms of existing schedules.

The following letter from the chairman of the Board, covering the Board's report, shows the result of the inquiry:—

SESSIONAL PAPER No. 36a

OTTAWA, Oct. 29, 1913.

DEAR SIR,—In the case of the dispute between the Canadian Pacific Railway and certain of its engineers on the Alberta Division, I have sent to you the majority report of the Board of Conciliation, appointed to deal with the dispute, signed by myself as chairman, and by Mr. J. H. Wellington, the representative of the company. As you will observe from the report, it was found impossible to arrive at a definite settlement of the matters in dispute, as that would involve considerable detailed information with reference to the standing of individual men, and certain essential items in this information could not be obtained. As suggested in the report, the matters in dispute are apparently such as may be settled by practical compromise, such as may be arrived at under the arrangements recently provided for by the joint agreement between the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen.

I have observed that Mr. Campbell, the representative of the Enginemen on the Board, has submitted a minority report. The only vital feature in this is the independent seniority list which he has constructed and submitted as a solution of the difficulty. There is no indication that such a solution will be acceptable to either party to the dispute.

In the absence of the essential information, above referred to, there is no evidence that the list submitted by Mr. Campbell is the correct one. Such as it is, however, the proposed list not only entirely recasts the seniority list of engineers, concerning which the dispute was limited to the positions of five engineers; but it recasts as well the seniority list of firemen concerning which there was no dispute whatever. A proposal for the settlement of a minor dispute which involves the creation of two major disputes can scarcely be taken very seriously.

I have the honour to be,

Yours very sincerely,
(Sgd.) ADAM SHORTT.

F. A. ACLAND, Esq.,
Deputy Minister of Labour,
Ottawa, Ont.

REPORT OF BOARD.

Following is the text of the Board's report:—

OTTAWA, August 7, 1913.

SIR,—In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Canadian Pacific Railway Company (Alberta Division) and certain locomotive firemen and enginemen, being members of the Brotherhood of Locomotive Firemen and Enginemen, the undersigned members of the Board of Conciliation and Investigation appointed to deal with this dispute make report as follows:—

On May 3, 1913, the Board was duly constituted, and met at the Royal Alexandra Hotel, Winnipeg. The sittings were continued until May 9. Mr. George K. Wark, general chairman for Canada of the Brotherhood of Locomotive Firemen and Enginemen, and chairman of the General Protective Board of this union, accompanied by Mr. William R. King, secretary of the union and of the Protective Board, and other members of the committee, appeared before the Board to present the case of the firemen and enginemen. In the ab-

sence of Mr. George Bury, vice-president and general manager, and of Mr. Grant Hall, general manager for the Western Division of the Canadian Pacific Railway, Mr. C. H. Temple, assistant manager, appeared on behalf of the Canadian Pacific Railway Company, accompanied by Mr. W. E. Woodhouse, former master mechanic of the Alberta Division, and Mr. George Whiteley, at the time master mechanic of the Alberta Division.

The matter complained of on behalf of certain members of the Brotherhood of Locomotive Firemen and Enginemen was "failure on the part of the officers of the company to promote men in their turn, and to place them on the list of engineers in the order of their seniority in engine service with the company, in accordance with the provisions of schedules in effect; which schedules of agreement were signed by officers of the company and representatives of the men concerned."

In reply to this complaint it was contended on behalf of the company "that the promotions now in question have been made strictly in accordance with the schedules and rules of seniority." In support of its general position the company cited Article 30 of the agreement between the Canadian Pacific Railway and its engineers, namely that "the engineers' committee will represent all engineers in matters pertaining to rates, rules, general grievances, seniority and general matters of engineers." It is to be observed, however, that the engineers in the company's service belonged to two organizations, the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen, and that "the engineers' committee," to which the company's statement refers, is the committee of the Brotherhood of Locomotive Engineers only. It is further to be observed that there has been for a number of years a more or less bitter feud between these two unions. In consequence it is perhaps only natural that the engineers belonging to the Brotherhood of Locomotive Firemen and Enginemen should maintain that they are not likely to have their claims impartially dealt with by a committee composed entirely of members of the Brotherhood of Locomotive Engineers. In view of the difficulties between the two unions, including engineers, the company have naturally found it difficult to deal with matters in dispute affecting engineers when one organization takes an attitude differing radically from that of the other. In the case of the matters in dispute between the representatives of the Brotherhood of Locomotive Firemen and Enginemen and the Canadian Pacific Railway, the company, having accepted the seniority list, arranged and approved by the committee of the Brotherhood of Locomotive Engineers, has found it difficult to alter that list in response to the claims of the Brotherhood of Locomotive Firemen and Enginemen, without finding itself in trouble with the first named union. The company, therefore, in further reply to the claims of representatives of the Brotherhood of Locomotive Firemen and Enginemen for a Board of Conciliation states that "there is no real dispute between either the engineers and firemen and the railway company. In reality the dispute is between the engineers and firemen." The company claimed on this ground that it should not be made a party to a dispute to be dealt with by a Board which could not officially take cognizance of the claims and arguments of the representatives of the Brotherhood of Locomotive Engineers, while the members of this organization would be necessarily affected by any changes made in the present engineers' seniority list on any subdivision of the Canadian Pacific Railway. The suggestion of the company, as embodied in a letter to Mr. Wark of the Brotherhood of Locomotive Firemen and Enginemen, dated October 21, 1912, was that the question as to the order of the men on the seniority list of engineers on the Alberta Division of the Canadian Pacific

Railway should be submitted to a Board of Arbitration representative of the two unions, the railway company undertaking to be governed by the decision of the majority of the arbitrators. This suggestion, however, was declined by Mr. Wark, on behalf of the Brotherhood of Locomotive Firemen and Enginemen, on the ground that the union which he represented had a definite agreement with the railway company, to which the other union was no party, and that their claims referred solely to their rights under that agreement, the interpretation of which should not be left to the judgment or action of any other body. The officers of the Brotherhood of Locomotive Firemen and Enginemen insisted upon the appointment of a Board to consider their grievances against the company, and the Board was duly granted. Such was the situation which the Board of Conciliation and Investigation had to face when it met in Winnipeg.

In presenting the case of the men who claimed to be wrongfully classified on the engineers' seniority list of the Alberta Division of the Canadian Pacific Railway, Mr. Wark reviewed the history of the difficulties which had arisen and submitted the correspondence on the subject which had taken place between himself and the officers of the company since June, 1911. He cited the articles in the agreement which had been made between the Canadian Pacific Railway and representatives of the Brotherhood of Locomotive Firemen and Enginemen, covering the matters in dispute. Article 28 of the 1912 agreement, which substantially reproduces previous agreements on this subject, deals with the conditions under which firemen shall pass from the status of fireman to that of engineer and be entered upon the seniority list of engineers. From the terms of this agreement, even admitting that the claims and grievances of an engineer after he has been once properly placed upon the seniority list of engineers, may be dealt with by the engineers' committee, it is plain that, so far as the conditions under which he passes from the status of fireman to that of engineer, are covered solely by the terms of the agreement between the Canadian Pacific Railway and the Brotherhood of Locomotive Firemen and Enginemen. In the face of this agreement, therefore, no other organization could be given, by the railway company, the exclusive privilege of passing upon "the seniority and general matters of engineers" so far as they affected the rights of firemen under their agreement with the company. Moreover, the representatives of the company, in their evidence before the Board, maintained that there was no necessary conflict between the agreement with the firemen and the agreement with the engineers. Thus, on the ground of its agreement with the engineers the company could not escape full responsibility for any difficulties arising from its failure to keep faith with the firemen's organization. The central question, therefore, in the present dispute is this—did or did not the company properly carry out its agreement with the firemen?

The essential features of the agreement with the firemen as affecting matters in dispute are: 1st, that the firemen on a Division shall pass certain examinations or tests as to their fitness to become regularly qualified engineers; 2nd, that they shall come up for this examination when notified, but should they be unable to respond through no fault of their own, they are entitled to take the examination at a subsequent date without losing their seniority rights; 3rd, firemen having duly qualified as engineers shall pass to the seniority list of engineers in the order of their seniority as firemen; 4th, should a fireman fail to pass the first examination he still retains his seniority on the firemen's list and is entitled to a second examination within six months, and if successful in this should pass to the engineers' seniority list from the date of the commencement of the second examination. Failing to pass the second examina-

tion, the candidate either passes to the foot of the firemen's seniority list or his services may be dispensed with.

Under the special conditions incident to an extended territory and the rapid development of railroad services in the Canadian West, men were called upon to take charge of locomotives out of the regular order of their seniority standing on the list of engineers, but this, being merely a matter of local convenience, did not affect the seniority rights of those qualified to become engineers, as determined by the agreement between the company and the firemen. At the same time, if the rights of the men under the agreement were not carefully safeguarded, this practice was likely to lead to confusion and subsequent disputes as to proper seniority standing; inasmuch as the employment records of the company would show the date on which a man began to run an engine and not the date on which he was entitled to do so in virtue of his seniority standing. The evidence obtained plainly indicated that owing to defective records and administrative methods and a lack of due regard for agreements, considerable confusion resulted from the above practices, with subsequent disputes as to proper seniority standing. As there were several changes in the boundaries of the Western Divisions, additional engineers were from time to time hired from without the limits of the Division, and as official lists of seniority standing were posted only at long and irregular intervals, the degree to which departures from the agreements occurred remained so long uncertain that it was afterwards difficult to determine what had been the proper order of promotion, and equally difficult to induce men to relinquish seniority advantages, which, however defective from the point of view of the company's agreement with the firemen, had been enjoyed for several years. From evidence obtained, including the correspondence between the company and representatives of the firemen and engineers, it was plain that the Western officials of the company, realizing the difficulties before them, continued to temporize with the situation, apparently in the hope that the agitation for an alteration in the engineer's seniority list would die out or be recognized as impracticable.

In the meantime, as indicated in its statement to the Department of Labour, the company had submitted the seniority list on the Alberta Division to a committee of the Brotherhood of Locomotive Engineers and had accepted their adjustment of it. This constitutes the actual seniority list under which the Alberta Division is at present operated. Notwithstanding the statement made to the Labour Department on behalf of the Canadian Pacific Railway, it had not been hereto claimed by either the Western officials of the Canadian Pacific Railway or the representatives of the Brotherhood of Locomotive Engineers that the seniority list as at present operated is strictly in accordance with the agreements of the company with either the Brotherhood of Locomotive Engineers or the Brotherhood of Locomotive Firemen and Enginemen. It is claimed by the company, however, as also by the representatives of the Brotherhood of Locomotive Engineers, that it is as nearly correct as could be established at the time, in accordance with the existing records, including evidence of the extent to which the men had fulfilled the conditions required of them. This claim the representatives of the firemen stoutly dispute.

In order that the Board of Conciliation might judge fairly of the relative merits of the conflicting claims, it was essential that the Board should be able to obtain accurate records: 1st, of the seniority standing of each man on the firemen's list, before becoming an engineer, 2nd, the opportunities afforded each fireman by the company, in accordance with their agreement with the firemen, to qualify for the position of engineer; 3rd, the extent to which each

fireman actually complied with these conditions, or, where he did not, to what extent he was responsible for the failure to do so; 4th, what other reasons, if any, would account for his not obtaining the seniority standing as engineer to which his official rank as fireman would entitle him; 5th, how many hired engineers were taken on during the period covered by the questions in dispute, and whether they were properly placed on the seniority list.

It was admitted that such records had been in the possession of the company, but when asked to produce them before the Board, those required under the second, third and fourth heads were declared to be either lost or destroyed subsequently to their having been used to compile the existing seniority list. Without these records, however, those under the first and fifth heads, however accurate, would be inadequate to settle the matters in dispute which were chiefly concerned with the reasons why the order of seniority as firemen had not been followed when transfers were made to the engineers' list. Not unnaturally, the representatives of the Brotherhood of Locomotive Firemen and Enginemen were inclined to doubt the loss of the records. It must be admitted that their alleged disappearance, in the face of an unsettled dispute, for the settlement of which they were essential, had a rather questionable appearance. The representatives of the company, however, stoutly maintaind their inability to produce these records whatever might be the consequences. The possibility of establishing from the records the true seniority standing of every engineer on the Alberta Division having been frustrated, attention was next directed to the individual cases in dispute.

The correspondence between Mr. Wark and the Western officials of the Canadian Pacific Railway, with a view to the settlement of the matters in dispute, has already been referred to. This correspondence culminated in a definite proposition made by Mr. Wark in a letter to Mr. Bury, dated July 10, 1911. In this he stated that as regards the trouble on the Alberta Division while "the change of Divisions had very largely removed the trouble from that Division, that six men were still out of place." He gives the names of the six men. After referring the matter to the officers of the Alberta Division for a special report, Mr. Bury wrote, on July 31, disputing the claims of two of the men, but acknowledging that there were grounds for changing the seniority standing of the other four. Mr. Wark replied on August 15, further supporting the cases of the two men whose claims were questioned. No direct reply was made by Mr. Bury, but, on September 18, 1911, a supplementary list was posted at Calgary, signed by the master mechanic, making certain changes in the seniority list for each of the six names submitted by Mr. Wark. Without any further notice or discussion this revised list was cancelled on November 1, 1911, and the six men were returned to their former places on the list. Mr. Bury subsequently admitted that the list was cancelled at the instance of the representatives of the Brotherhood of Locomotive Engineers, who objected to any changes being made in the seniority list of the engineers without their previous knowledge and consent. Since November 1, 1911, the Brotherhood of Locomotive Firemen and Enginemen have been unable to obtain any satisfaction from the company, hence the request to the Department of Labour for a Board of Conciliation. As stated by Mr. Bury, the difficulty in which the company now finds itself is that if it changes the seniority list to meet the wishes of the Brotherhood of Locomotive Firemen and Enginemen, it finds itself in difficulties with the Brotherhood of Locomotive Engineers, while if it adheres to the present seniority list, as approved by the Brotherhood of Locomotive Engineers, it continues in difficulties with the Brotherhood of Locomotive Firemen and Enginemen.

The suggestion of the company that a working compromise could best be effected through the co-operation of the two unions doubtless indicates the most practicable solution of the difficulty at this late date. The fact remains, however, that the responsibility for allowing the original difficulties to accumulate and to continue so long in what the officers of the company themselves admit to have been an unsatisfactory condition, and especially for permitting records essential to a proper settlement to be lost or destroyed, assuming the company's explanation of the disappearance to be correct, lies almost entirely at the door of the Western officers of the company.

Inasmuch as the matter in dispute is wholly a question as to the places of certain engineers on the seniority list on the Alberta Division, and as it is a matter of practical indifference to the company how the matter is settled, the company is quite willing to accept any arrangement of the seniority list upon which the two organizations can agree. But hitherto, for reasons which it is not necessary to dwell upon here, the two unions embracing engineers have been in bitter conflict with each other over just such issues as seniority standing, and the means and methods for the adjustment of grievances with the railroad company.

About the time, however, of the sittings of this Board in Winnipeg, a conference was convened in Chicago between representatives of the two unions, the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen, with a view to arriving, if possible, at a working agreement between them, covering, among other matters, just such points as those before our Board. The report of the Board was therefore delayed in the hope that some agreement might be reached which would pave the way for the adjustment of the difficulties in question. Fortunately an agreement was arrived at during the Chicago conference, and this has been ratified by the central organizations of both unions. The terms of this agreement have just been made public. While safeguarding within its prescribed limits the autonomy of the sections of each union on the respective railroad systems, the agreement, nevertheless, provides ways and means for the settlement, by joint action, of the two unions, of all matters of mutual interest and importance on each railroad. Assuming that this agreement will be made operative on the Canadian Pacific Railway, as on other roads, the means will then be provided for an adjustment of the disputes connected with the seniority list on the Alberta Division, and this is the only way that seems practicable after the lapse of so much time and the disappearance of essential details of record.

In the course of the discussion before the Board, it became quite evident that for the avoidance of similar difficulties in the future, and for the proper carrying out of certain articles of agreement between the company and its firemen and engineers, the company should post, at the necessary centres on its system, the seniority lists of the respective divisions, and that changes and additions affecting these lists should be posted every quarter. In this way the men would have an opportunity for knowing exactly how they stood on the official lists. Any disputes or difficulties could then be mutually adjusted while the conditions were known and the facts obtainable. The representatives of the company agreed that this should be done for the future.

All of which is respectfully submitted.

(Sgd.) ADAM SHORTT,
Chairman.

(Sgd.) J. H. WELLINGTON.

SESSIONAL PAPER No. 36a

MINORITY REPORT.

Following is the text of the minority report of Mr. D. Campbell:—

44 Rose Ave., Toronto, Ont.,
October 18, 1913.

To the Honourable the Minister of Labour, Ottawa, Ont.

In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of the dispute between the Canadian Pacific Railway Company and the Brotherhood of Locomotive Firemen and Enginemen in regard to the seniority standing of certain employees in the engine service on the Alberta Division.

Sir,—Being unable to agree with the views of either of the other members of the Board appointed under your Hand and Seal the ninth day of April, A.D. 1913, the undersigned member of the said Board submits the following report in the above matter, pursuant to the terms of the Act:—

The Board being duly constituted, hearings were held at Winnipeg between May 5 and May 9, at which the parties to the dispute were represented, the employees by Mr. G. K. Wark and several members of the employees' committee, the company by C. N. Temple of Winnipeg, the assistant manager of the company, Mr. W. E. Woodhouse, former master mechanic for the company at Calgary, and Mr. George Whitely, the present master mechanic for the company at Calgary. The company also called in Mr. Ash Kennedy, the assistant grand chief of the Brotherhood of Locomotive Engineers, and other members of that organization from the Province of Alberta. The undersigned also conferred with the chairman of the Board at Ottawa on June 4, July 5, July 31, and August 20, and attended the general offices of the company at Montreal on June 23, 24, 25 and 26, and at Winnipeg on August 4.

The complaint of the employees is the "failure on the part of the officers of the company to promote men in their turn, and to place them on the list of engineers in the order of their seniority in the engine service with the company in accordance with the provisions of schedules in effect; which schedules of agreement were signed by the officers of the company and the representatives of the men concerned." And the complaints were said to be in conflict with Article 28 of an agreement made with the company under date of September 1, 1910, being a revision of a similar Article in agreements under dates of July 1, 1907, and December 1, 1903, and is as follows:—

> "Firemen will be examined for promotion in their turn, according to seniority, where practicable, and advised in writing of result within thirty days, and if successful will be placed on engineers' seniority list in the same order as they previously had on the firemen's list; the date of promotion to be the date of commencement of examination.
>
> "A fireman not examined in his proper turn—through no fault of his own—will retain his original seniority rights as a fireman, and if he passes when called upon will take his place on engineers' seniority list as if he had been examined and had passed in his proper turn.
>
> "A fireman failing to pass the required examination will retain his seniority rights as a fireman, and will be given another opportunity of passing in his turn within six months, and if successful will be placed

on the engineers' seniority list, the date of promotion to be the date of commencement of second examination.

"A fireman failing to pass the second examination will be placed at the foot of the seniority list, or services dispensed with at the option of the company. Any appeal against standing given promoted men must be made to the proper officer of the company within sixty days.

"Firemen will not be considered as having failed until their papers have been passed upon by the Board of Examiners.

"Hired engineers will not be classed ahead of firemen who have fired three years and six months for the company, provided such firemen pass their examinations at the first trial when called upon."

A list of the employees concerned on the Alberta Division, being the list under which these employees now work, was filed with the Board, and it was claimed by the Brotherhood of Locomotive Firemen and Enginemen that many employees had not been placed upon this list according to agreements with the company, but the dispute originated with six particular men on this list.

The company in its reply stated that "there is no real dispute between either the engineers and the company. In reality the dispute is between the engineers and the firemen." And the company based its defence upon Article 30 of an agreement made with the Brotherhood of Locomotive Engineers under date of September 16, 1911, which reads:—

"The engineers' committee will represent all engineers in matters pertaining to rates, rules, general grievances, seniority and general matters of engineers."

The Brotherhood of Locomotive Firemen and Enginemen contended:—

First, that engineers had been placed upon the seniority list without regard to their relative standing on the firemen's lists, or of the time of passing examination of qualification for engineers.

Secondly, that assuming firemen stood in their correct relative standing on the firemen's list they would occupy the same relative standing when placed on the engineers' list, even though examinations had been deferred in some instances on account of the exigencies of the service, unless on failure of first examination, in which case they would be placed on the list from the date of second examination, or if failure in the second examination they would then be placed at the foot of the list or dismissed from the service as the company might choose.

Thirdly, that in hiring engineers, no conflict necessarily arose, as hired engineers should only stand ahead of promoted engineers, if on the date of hiring no firemen were qualified for promotion according to the agreement.

Fourthly, that if after promotion to engineers they were placed on the engineers' list in the same relative position which they occupied on the firemen's list, there need be no confliction with the agreement between the company and the Brotherhood of Locomotive Engineers, because there was no confliction between the terms of the agreements between the company and both organizations.

The company on the other hand claimed:—

First, that the arrangement of the engineers' list was assigned to the Brotherhood of Locomotive Engineers by virtue of Article 30 of its agreement with that organization, quoted above.

Secondly, that when the lists were originally posted, all employees were given thirty days within which to make complaint, and that these complaints now constituting the dispute had not been made to the engineers' committee in charge of the matter within that time, and should therefore not now be considered as valid.

Thirdly, that subsequently to the arranging of the disputed list, certain staff records of the Calgary office has been either lost or destroyed, and that now no substantial information was available to verify or correct the present list.

Fourthly, that the engineers having the right by agreement to arrange engineers' lists, and there being a dispute as to the correctness of the list on the Albert Division so arranged, that the difficulty existed between the Brotherhood of Locomotive Firemen and Enginemen, and not between the company and the Brotherhood of Locomotive Firemen and Enginemen.

In reply to the company's contention that lists originally posted on the Alberta Division gave notice of a specific time within which exceptions thereto might be made, the Brotherhood of Locomotive Firemen and Enginemen complained that the lists posted on that Division did not show dates governing the standings on the lists, and hence much difficulty was experienced in ascertaining whether the men at one point on the railway occupied correct standing with men located at another point: but that notwithstanding this difficulty exceptions were taken thereto, and that such exceptions had been recognized by the highest officers of the company: and that the specific complaint of six individuals had been the subject of controversy between the parties for the past two or three years.

As to the contention by the Brotherhood of Locomotive Firemen and Enginemen that the list was not compiled so that engineers occupied the same relative position as they had formerly occupied on the firemen's list, it was quite clear that this was true by a reference to the firemen's seniority list, and also by a reference to the staff records of the company, and it is difficult to understand how the company could assert that the engineers' list had been made in accordance with the company's agreements. Neither is there any justification for the company's claim to immunity from responsibility by virtue of its agreement with its engineers. In fact the company's agreement with the Brotherhood of Locomotive Engineers does not confer upon that organization the right to indiscriminately place men on their seniority list. Article 30 of this agreement, dated Sept. 1, 1911, quoted above, can only be read so far as placing men on a seniority list is concerned with Article 4 of the same agreement, which reads:—

> "Seniority of engineers will start from the date of passing examination, or date of entering the service. Date of entering the service means when engineer reports for duty.
>
> "Engineers hired with one or more years' experience will be placed on seniority list on date of starting."

It is therefore clear that the agreement does not give to the engineers the right to place men upon the list in any other order than that which they held as firemen, and virtually in accordance with agreement between the company and the Brotherhood of Locomotive Firemen and Enginemen.

Moreover, it would be absurd to contend that the company might, in violation of its agreement with the Brotherhood of Locomotive Firemen and Enginemen, assign by agreement or otherwise to any other body of employees, or to any one the right to arrange a list that would not conform to its agreement

with the firemen and thereby escape its obligation under its agreement. The company cannot relieve itself of its contractual or moral obligations to one class of employees by any means. It is directly responsible to any of its employees with whom it makes an agreement for the strict fulfilment thereof.

The provisions in the agreement with the Brotherhood of Locomotive Firemen and Enginemen whereby a fireman by reason of the convenience of the service loses his opportunity to pass the requisite examination for the time being, is entitled to receive his standing as an engineer upon passing his examination when called upon as from the date on which he should have been privileged to be examined, does not in any way alter his relative standing on the engineers' seniority list. And if a committee of engineers, or any one, is given the privilege of arranging such a list it is the company's duty to see that it is done so as to protect the rights of other employees to whom they owe either a moral or contractual obligation, and such a committee ought necessarily be furnished with proper dates by the company governing their correct standing. A list compiled in this manner would be in perfect accord with the agreements between the company and both organizations. Had the present list been compiled in this manner there could have been no dispute. The responsibility for the present difficulty therefore lies at the door of the officers of the company who failed to carry out the agreements made by the company to this end, and the onus of the discord and confusion which has followed cannot be shifted upon, or made a cause of dispute between the two classes of employees interested. Moreover, the evidence adduced indicates that on all other Divisions of the company's lines where similar agreements were in effect no dissatisfaction of this character exists, and the proper lists have been prepared and posted.

As to those who had found it necessary to try a second examination, or who had ultimately failed, both parties admitted that there was no dispute as to the standing of any such as these. In fact the employees declared that the relative standing given any such men would not be questioned by them, which entirely eliminates the difficulty in compiling a new list so long as these would occupy the same relative standing on the new list which they occupied on the disputed list. As a reason why a new list could not be properly compiled now, the company declared that information showing these details had been lost or destroyed from the office at Calgary, but since the sittings of the Board in Winnipeg the company, on request by the undersigned, has furnished some such information from its Calgary office. In any event there would be a very few men who failed either in their first or second examination, and therefore these should not stand in the way of adjusting a list where so many are so greatly interested.

As to the hiring of engineers, if at any given date after hiring an engineer, the company promoted, say, three engineers, and then hired another engineer, the correct standing on the engineers' list of the hired engineer would be following the three promoted engineers. And if one of the promoted men had been promoted out of his turn, the regular man being detained from his examination by the service, or through no fault of his, the regular man would nevertheless be entitled to his standing as from the time of the examination of the man taken out of his turn, and this latter would follow the hired engineer. This would ultimately leave them all in their correct standing, and the promoted men would occupy the same relative position they had on the firemen's list. This arrangement would be in perfect accord with the company's agreements, and here again no difficulty need follow.

It is also clear that a list presuming to show the relative standing of engineers or other employees cannot be of any substantial service to the employees

concerned unless on its face it shows the dates governing their respective standings. It is unreasonable to say that employees may inquire of each other as to the dates which govern their seniority in the service. If this must be done to verify the authenticity of a list, the list itself serves no purpose. It is to secure this very information that lists are required.

As to the contention by the company that exception to the list as originally posted was not taken in due time, the correspondence produced by the firemen shows that exception was taken in accordance with their agreement to the officers of the company. The company has no right to contend that such exception ought to have been made to the committee of engineers. A supplementary list readjusting the standing of the six men complained of was posted at Calgary in response to the complaints made, and that such supplementary list was satisfactory to the Brotherhood of Locomotive Firemen and Enginemen. But this list was later taken down and the disputed list restored. Since that time the matter has been in dispute and various communications have passed between the parties, until finally the application for this Board was made. In these communications the company admitted that certain employees were not properly placed on the list, and made the suggestion to let matters drift as they were, evidently hoping by the lapse of time to wear out the agitation for an adjustment, or that a reasonable excuse might thereby be available for claiming that a matter of so long standing could not be satisfactorily adjusted. Finally upon being pressed, the company sought to shift the onus of its obligations by declaring that the dispute was really between the two organizations, and suggested arbitration as between them.

It is questionable if the principle of imposing upon one class of employees the necessity of applying to another interested class for the adjustment of a grievance can be justified under any circumstances, but surely not when the matter in issue is the fulfilment of an agreement made by the employer.

The law by which the Board is constituted places upon the members of the Board the obligation of endeavouring by means of conciliation to bring about a settlement between the parties of the dispute referred to it, and failing in this to make a full report thereof to the Minister, setting forth the proceedings and steps taken by the Board, and its findings, including the cause of the dispute, and the Board's recommendations for the settlement of the difficulty according to the merit and substantial justice of the case. Having regard to the duties thus imposed upon the members of the Board by statute, the undersigned is unable to follow the course adopted by the other members of the Board, in submitting a report which does not go to the extent of offering some tangible recommendation as a basis of settlement of the dispute. It is evident that if no solution of the matter can be found that a strike is quite likely to follow, and the labours of the Board will have amounted to a nullity. Nor can he share with them their apprehensions of complications arising between the company and the Brotherhood of Locomotive Engineers as a result of a proper re-adjustment of the list in dispute, because if the list were corrected to conform with the agreement between the company and the Brotherhood of Locomotive Firemen and Enginemen, it would likewise conform with the agreement between the company and the Brotherhood of Locomotive Engineers; and it is his opinion that no organization of wage-earners can demand of an employer conditions that are in excess of or in contravention of its signed agreement with the employer.

If this Board is unable to determine upon a fair basis for the settlement of the dispute, with what exceptional powers of perception would a Board of arbitrators as proposed by the company be endowed, whereby such a basis

could be determined? If a Board of arbitrators could offer a solution of the case which would be sufficiently meritorious as to warrant its adoption by articles of agreement in advance, surely this Board may offer some solution of the difficulty that can be recommended for adoption, which will contain as large a measure of substantial justice.

To allow the erroneous list to remain in operation will not only accelerate and intensify discord, but it will also encourage employers to disregard the rights which accrue to employees under a working agreement. It will accentuate the notion that an error, be it ever so great, has a right to a continued existence by reason of the fact that it has managed to exist for a period of time. Above all it will prove a grave and serious barrier to any attempt on the part of the employees to adjust the matter by peaceful means. On the other hand, to recommend to all concerned a basis of settlement in accordance with the agreements between the parties, having due regard for all the requirements and privileges thereof, cannot be disregarded by any of them.

As for the working agreement recently adopted between the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen and Enginemen, if it is to be adopted by these employees on the Canadian Pacific Railway as a means of adjusting the dispute in question, a recommendation from an unbiased tribunal ought to be a substantial aid in promoting this end. If there has existed a lack of harmony between these two organizations in the past, such a condition constitutes a greater and more urgent need of such a recommendation from this Board. To withhold such a recommendation may be the means of preventing the effectual operation of the working agreement.

Therefore your commissioner, having obtained from the company's staff records at Montreal and Winnipeg information as to the dates of entering the service, and dates of promotion of the employees included in the disputed list, and taking the terms of the agreements between the company and both organizations as quoted above, has compiled a list in accordance thereto, which it is submitted is sufficiently accurate to be recommended as a basis of settlement of the dispute. The list filed with the Board as constituting the scope of the grievance contains over one hundred names. Of these, eleven were out of the service at the date of reference to the Board, and they have been dropped from the list. Men who have resigned and have re-entered the service at a later date as hired engineers are given the latter date of entry. Others who have been reduced in their standings in the exercise of discipline have been given the relative standing on the new list which the company gave them on the former list. To this no exception can reasonably be taken by any of the parties. Both the officers of the company and the representatives of the men concerned admitted at the hearings that the company's records would be correct and ought to govern.

To correct the list to the extent of placing the six men originally complained of in their correct relative standing would still result in serious difficulty as is indicated by the fact that when the supplemental list was posted in Calgary in September, 1911, that the company afterwards found occasion to withdraw it. If only the six men were placed in their proper relative standing, they would still remain behind some who were their juniors in the service, and would at the same time stand ahead of some who are their seniors, owing to the unsystematic and apparent haphazard manner in which the list was arranged. Therefore the only proper and equitable adjustment of the matter is to re-arrange the entire list by placing every name in its proper place according to the dates governing same as provided by the agreements with the company. For the information of all concerned, and as showing the correctness

of the list the dates when men began as wipers, and as firemen, also as engineers are given. The initial number of 110 is the number with which the disputed list commences, and the same number is employed as a starting point for the convenience of reference and comparison.

SENIORITY LIST OF ENGINEERS, ALBERTA DIVISION.

No.	NAME.	Began as Wiper.	Began as Fireman.	Began as Engineer.
110.	McKay, Robt. J.	May 8–01	Mch 3–03	Apl. 10–05
111.	England, O. A.	June 17–01	Apl. 1–03	Jan. 9–06
112.	Miller, E. A.	July 23–01	June 1–02	Apl. 10–05
113.	Harris, C. E.	Sept. 7–01	Mch. 4–03	Aug. 10–05
114.	Thomas, J. M.		May 7–02	Aug. 10–05
115.	Hawkins, A. H.		May 20–02	Aug. 17–05
116.	Ripley, H. L.	Oct. 11–01	Oct. 1–02	Apl. 10–05
117.	Jackson, L. H.			Aug. 15–05
118.	Downing, R. H.	Oct. 27–01	Jan. 27–03	Oct. 1–05
119.	Walwark, J.			Aug. 21–05
120.	Perry, J. R.			Aug. 20–05
121.	Graham, E. C.	Nov. 6–01	Jan. 19–02	Apl. 24–06
122.	Glass, T. N.			Sept. 6–05
123.	Cudoba, Geo. E.		Sept. 25–02	Apl. 12–05
124.	Dixon, J. C.	Nov. 10–01	Aug. 1–02	Sept. 5–05
125.	Battey, R. H.	Feb. 5–02	Sept. 14–03	Apl. 24–06
126.	Alexander, W. L.		Oct. 1–02	Sept. 20–06
127.	Loucks, L.	Mch. 11–02	Mch. 13–03	Mch. 3–05
128.	Murray, J. A.	Mch. 24–02	July 10–02	Apl. 1–06
129.	Brooks, J.		Oct. 17–02	Sept. 22–06
130.	McEwen, D.	Apl. 11–02	Dec. 10–02	Jan. 6–06
131.	Cook, E. H.	Apl. 13–02	Oct. 10–02	June 6–06
132.	Tracey, M. S.			June 20–06
133.	James, G. F.			June 26–06
134.	McFarlane, B.	May 27–02	Sept. 26–02	June 1–06
135.	Morrison, Geo.		Jan. 22–03	July 1–05
136.	Dean, W.		Aug. 30–04	July 26–06
137.	Riley, A. E.			July 23–06
138.	Hampton, Wm.	June 4–02	Nov. 1–02	Jan. 25–07
139.	Anderson, G. L.	June 13–02	Oct. 15–02	July 27–06
140.	Healy, J. H.	Sept. 9–02	Dec. 9–02	July 21–06
141.	Laing, D.			Aug. 1–06
142.	Gillespie, M.	Nov. 3–02	Mch. 1–03	July 23–06
143.	Spinney, B.			Aug. 22–06
144.	Embrey, Geo.	Nov. 10–02	Feb. 20–03	Aug. 20–06
145.	Devlin, W. J.	Nov. 29–02	Mch. 24.03	Aug. 24–06
146.	Askey, Geo.	Dec. 10–02	May 15.03	July 24.06
147.	Scott, J. M.			Aug. 28–06
148.	Hennessy, J. J.			Sept. 11–06
149.	McMahon' E. R.	Dec. 18–02	May 17–03	July 30–06
150.	Lloyd, J. H.	Jan. 12–03	Apl. 21–06	June 3–07
151.	Lyons, P. B.			Sept. 25–06
152.	Preece, S. H.	Apl. 1–03	June 7–03	June 12–07
153.	Gay, H. H.			Oct. 26–06
154.	Dunbar, W. A.		July 11–03	Nov. 8–06
155.	McLeod, J. D.			Dec. 14–06
156.	Elkins, A. B.			Dec. 15–06
157.	Campbell, A. J.			Jan. 2–07
158.	Wilson, T.	Apl. 6–03	Sept. 1–03	Jan. 10–07
159.	Clark, J. B.			Jan. 9–07
160.	Sinclair, O. N.			Sept. 4–08
161.	Baldwin, W. H.		June 26–03	Oct. 9–06
162.	Collpitts, H. H.			Jan. 16–07
163.	Scott, F. W.		June 25–06	June 1–07
164.	Chapman, Hy.			Jan. 16–07
165.	Galloway, G.		July 24–03	Jan. 6–07
166.	Manson, J. R.		Aug. 9–03	June 11–07
167.	McLean, A. M.		Aug. 20–03	May 10–07
168.	Gillespie, J.	Apl. 17–03	June 10–03	Aug. 26–06
169.	Jebson, F.	Apl. 20–03	June 17–03	Aug. 28–06

SENIORITY LIST OF ENGINEERS, ALBERTA DIVISION.—*Continued.*

No.	NAME.	Began as Wiper.	Began as Fireman.	Began as Engineer.
170.	Graham, H. E.	May 8-03	Sept. 8-03	July 4-07
171.	Fleming, J. W.		Sept. 1-03	July 4-07
172.	Kyle, A. H.		Sept. 1-03	July 4-07
173.	McKenzie, W.	June 1-03	Sept. 1-03	July 4-07
174.	Lee, S. J.	June 1-03	Sept. 20-03	July 17-07
175.	Day, A. G.	June 5-03	Sept. 5-03	July 4-07
176.	Furoy, S. A.		Sept. 19-03	Feb. 1-07
177.	Howarth, W.	June 10-03	Oct. 7-03	July 4-07
178.	Deitz, W. G.	June 11-03	Mch. 3-04	July 17-07
179.	Thompson, J. H.		Oct. 16-03	July 4-07
180.	Marshall, A. P.	Aug. 1-03	Sept. 1-03	Feb. 4-07
181.	Lemieux, E. J.		Nov. 13-03	Jan. 15-07
182.	Maltby, H. B.			July 4-07
183.	McIntyre, L.			July 11-07
184.	Russell, B.	Apl. 28-02	Oct. 10-02	June 3-07
185.	Nelson, C. B.		May 12-03	June 3-07
186.	Giles, J.	Aug. 3-03	Nov. 6-03	July 17-07
187.	Essery, W. R.		Mch. 11-04	Aug. 21-07
188.	Bristow, H. R.		Mch. 19-04	July 17-07
189.	Gay, A. H.	Aug. 11-03	Mch. 26-04	July 17-07
190.	Robinson, H. M.	Sept. 4-03	May 22-04	Jan. 26-07
191.	Parker, J. B.			July 27-07
192.	Sinclair, W. A.			Sept. 10-07
193.	Moore, H. A.			Sept. 24-07
194.	Wilks, W.			Oct. 19-07
195.	Yates, E.	Nov. 3-03	May 3-04	Sept. 1-07
196.	Christianson, O.		May 25-04	Dec. 6-07
197.	Leahy, P.	Dec. 15-03	July 30-04	June 28-07
198.	Clemmer, A.	Feb. 4-03	Aug. 16-04	Jan. 1-08

All of which is respectfully submitted,

D. CAMPBELL.

IV.—APPLICATION FROM BOOT AND SHOE WORKERS, MEMBERS OF LA FRATERNITE NATIONALE DES CORDONNIERS-MACHINISTES DE QUEBEC, EMPLOYED BY CERTAIN BOOT AND SHOE MANUFACTURERS OF THE CITY OF QUEBEC, NAMELY J. H. LAROCHELLE, W. A. MARSH & CO., J. RITCHIE & CO., AND O. GOULET.—BOARD ESTABLISHED.—NO GENERAL CESSATION OF WORK OCCURRED.

Application received—April 5, 1913.

Parties concerned—Certain Boot and Shoe Manufacturers of the City of Quebec, namely, J. H. Larochelle, W. A. Marsh & Co., J. Ritchie & Co., and O. Goulet, and employees, members of La Fraternité Nationale des Cordonniers-Machinistes de Quebec.

Applicants—Employees.

Nature of industry concerned—Boot and shoe manufacture.

Nature of dispute—Wages and alleged breach of agreement.

Number of employees affected—Directly, 25; indirectly, 500.

Date of constitution of Board—April 28, 1913.

Membership of Board—Honourable H. Cyrias Pelletier, Quebec, Que., chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Felix Marois, Quebec, Que., appointed on the recommendation of the employing companies; and Mr. Gaudiose Hébert, also of Quebec, Que., appointed on the recommendation of the employees concerned.

Reports received—June 2, 1913; June 18, 1913.

Result of inquiry—Report of Board was accompanied by a minority report signed by Mr. Hébert. The award was declared acceptable to the companies concerned. The employees, however, refused to accept same and some of the individuals directly affected ceased work, but no general cessation of work occurred.

The Minister received, on June 2, the report of the Board of Conciliation and Investigation to which had been referred for adjustment certain differences between Messrs. J. H. Larochelle, W. A. Marsh & Company, J. Ritchie & Company, and C. Goulet, boot and shoe manufacturers of the City of Quebec, and their employees, being members of La Fraternité Nationale des Cordonniers Machinistes de Québec. The number of employees affected was given in the application as 25 directly and 500 indirectly. The matters at issue related in each case to the wages paid for certain classes of work in these factories.

The industry concerned not being one of the public utilities class to which the Industrial Disputes Investigation Act primarily applies, a Board could only be established by consent of both parties to the dispute. Such consent was therefore obtained of the employing companies, and a Board was established by the Minister on April 11.

The report was signed by the chairman and Mr. Marois, and dealt with each individual complaint. In the opinion of the Board the complaints were not well founded and the award was in favour of the employing companies. In a note accompanying the report Mr. Hébert dissented from the findings of the majority of the Board and expressed the opinion that the demands of the employees concerned should be granted. A minority report was later received

from Mr. Hébert, giving his reasons for differing from the majority of the Board.

The Department was informed by the several companies interested that the findings of the Board were satisfactory to them. The award was not acceptable to the employees concerned, and some of the individuals directly affected ceased work. No general cessation of work, however, occurred.

REPORT OF BOARD.

Following is the text of the Board's report:—

Re Industrial Disputes Investigation Act, 1907, and between: J. H. Larochelle, W. A. Marsh & Co., J. Ritchie & Co., O. Goulet, boot and shoe manufacturers of Quebec, on the one side, and their employees, members of "La Fraternité Nationale des Cordonniers-Machinistes de Québec," on the other side.

Before the Board of Conciliation and Investigation, composed of three members: H. Cyrias Pelletier, Félix Marois and Gaudiose Hébert.

To the Honourable the Minister of Labour.

Mr. Minister,—We, the undersigned, being the majority of the members of the Board of Conciliation and Investigation, have the honour to submit to you our report and recommendations in the six industrial disputes which have been referred and submitted to us, as follows:—

1.—*Re* dispute between Marsh & Co. and Félix Georges Marois, member of "La Fraternité des Cordonniers-Machinistes," shoemaker.

Origin of the trouble.—Félix Georges Marois works on the Goodyear automatic leveller machine, beating down shoe insoles. He claims that five years ago the manager of the Marsh factory promised and gave him 10 cents extra per case to use a hammer in beating down lumps on the soles because the machine was not doing the work thoroughly. On the other part, Marsh & Co. say Marois was complaining about the way the machine was working and they gave an extra 10 cents per case to have the work of the machine completed, but that since that time that machine has been repaired and adjusted, it does good work and there is no more reason to give that extra 10 cents; that the price of 35 cents per case for beating down insoles on that machine is a good price and that it is also the price paid elsewhere in other shops for the same work on a similar machine.

On May 30, 1911, Mr. Marsh gave the Conciliation Board notice that he intended to submit to it that matter of that extra 10 cents paid by him under protest to Félix Georges Marois.

On May 30, 1912, a similar notice was given by Mr. Marsh, asking for a reduction of that extra. The Conciliation Board has not considered this request in this dispute, which is at present referred to us.

RECOMMENDATION.

After investigating the facts, after visiting several boot and shoe factories where that automatic machine is used to beat down insoles and seeing the men at work, we find that this machine does a thorough and satisfactory work; that if sometimes the workman is obliged to beat down lumps on the soles with his hammer, this is purely accidental, and that at all events it is in the very nature

of this work to use a hammer sometimes and that one cannot always do a perfect work with this machine without having recourse to the hammer; and that it is agreed and understood by the workman who runs that machine that he is obliged to use a hammer once in a while, that this is required in the carrying on of the trade, and that he is not entitled to an extra for this work, which is to a certain extent part of the work of beating down the insoles on that automatic machine.

We declare that the automatic machine used by Félix Georges Marois, if well fitted and adjusted and run in good faith, can and does make good work just like those set in other factories in Quebec, and particularly in the Gauthier factory; that there is no reason for Félix Georges Marois to claim and have paid that extra 10 cents, or 45 cents per case instead of 35 cents to which he is entitled.

As the request for a reduction made by Mr. Marsh dates back to May 30, 1911, we find and recommend that our award should go into effect from May 1, 1911, the date at which the payment of said extra 10 cents shall stop, which said Félix Georges Marois is required to pay back to Marsh & Co., and upon his default "La Fraternité Nationale des Cordonniers-Machinistes de Québec" as it has encouraged and supported its employee, the said Félix Georges Marois, in demanding said extra.

In their request for the appointment of a Board of Conciliation and Investigation, the employees of "La Fraternité" say that in these different disputes there are twenty-five persons directly involved and solemnly declare that if said disputes are not settled or referred to arbitration a strike will be declared, and that the necessary authority to declare said strike has been obtained. We find that in this dispute Félix Georges Marois alone is directly involved, and perhaps also the helper employed by him, Joseph Couture, and that there are no other employees whose interests are at stake in this matter.

We moreover find that it is not proved that the necessary authority to declare a strike has been obtained at any time.

2.—*Re* Marsh & Co. vs. their employee, member of "La Fraternité," Adjutor Vallière.

Cause and origin of the dispute.—Adjutor Vallière claims that he was hired by Marsh & Co. in December, 1912, to take the place of a man named Dodridge at the same wages that Dodridge was getting, $13.00 per week, and consequently he is entitled to $13.00 per week. Marsh says Dodridge was only getting $11.00 per week for five days and a half (5½) work, and that when he worked on Saturday afternoons he got 92 cents more, or $11.92 for six days' work. That Dodridge was an excellent workman, and in order to keep him he would have given him a bonus of $52.00 per year, or $1.00 per week, but payable at the end of the month only, and that the bonus was not part of the wages but was a personal reward, a favour done to an unusually skilful workman. Louis Emond, foreman at Marsh's, says he hired Vallière at $2.00 per day or $12.00 per week.

RECOMMENDATION.

We find that Adjutor Vallière was hired at $12.00 per week or $2.00 per day, and that he is entitled to that amount of wages only and not to $13.00 per week as he claims.

We also find that in this dispute Adjutor Vallière alone is involved directly and no other employees, and that it is not proved that the authority necessary to declare a strike has been obtained at any time.

3.—*Re* Ritchie & Co. vs. their employee, member of "La Fraternité Nationale des Cordonniers-Machinistes de Québec," Eugene Poitras.

Cause of the dispute and origin of the trouble.—Here is what Eugène Poitras says in his evidence before the Board:—"I have been working for Mr. Ritchie for at least fifteen years beating down insoles. I have been using the leveller machine since it was put in, that is to say for the last five or six years. I know very well how to make it work. I have asked for an extra 10 cents per case four years ago, because one could not earn one's living without that, and at the same time to have the same price as elsewhere, at Marsh's, where the extra 10 cents was being paid." Here is the origin of this extra 10 cents: the ambition to get 10 cents as well as at Marsh's.

RECOMMENDATION.

We find there is no reason to give this extra 10 cents per case to Eugène Poitras, who had no other reason to ask for it and demand it except because it was being paid under pressure and under protest in Marsh's factory, in the case of Félix Georges Marois, and that said Eugène Poitras was not entitled to have that extra paid him by Ritchie & Co.; that the price he always was entitled to is 35 cents per case and not 45 cents.

As in the dispute between Marsh and Marois, we find that our award shall take effect from the time a protest was made against the demand for that extra, that is May 30, 1912 (the date of the request of a reduction by Ritchie), and that from that date said Eugène Poitras is to repay Ritchie & Co. the amount received of that extra 10 cents against the manufacturer's will, and that in default of said Eugène Poitras to make such repayment, the said "Fraternité Nationale des Cordonniers-Machinistes de Québec" is held to the same obligation as it has encouraged and upheld said Eugène Poitras, one of its members, in his demands, under threat of a strike by the workmen.

We also find that in this industrial dispute Eugène Poitras alone is directly involved, except perhaps his associate and employee, Arthur Lapointe, and that besides them no other employee is directly involved in this matter. We moreover find that it is not proved that the necessary authority to declare a strike has been obtained at any time.

4.—*Re* Ritchie & Co. vs. their employee, member of "La Fraternité des Cordonniers-Machinistes de Québec," Adélard Villeneuve.

Origin and cause of the dispute.—On June 1, 1912, Adélard Villeneuve, a heel front cutter, asked for an increase in wages of 5 cents per case. In December, 1912, his request had not been granted; it was decided at that time, at the factory, to give him a new steam machine to replace the foot-running machine he was using to trim heels, and young Ritchie, believing he had a right to do so, told him on this new machine he would be paid 10 cents per case instead of 12 cents as before. Villeneuve thereupon left work, but he immediately returned to the factory where he was told to continue working at 12 cents per case, the same price as he had before; but Villeneuve, using as a pretence that they had wanted to reduce his wages, would not resume work unless he was paid 15 cents per case, and Ritchie & Co., in order not to delay operations, gave him that price, but under protest, and ask for the reduction of that extra 3 cents they have been paying Villeneuve without any cause since the end of December, 1912.

RECOMMENDATION.

We find that Adélard Villeneuve could not, in the course of the industrial year, change the current price of 12 cents per case for the work of cutting

heel fronts and demand 15 cents as he has been doing since the beginning of the present year (1913) and that he is to repay his employers that extra 3 cents which he has received in spite of them since January 1, 1913, and that upon his default the "Fraternité," which has upheld him, is held to the same obligation. The price awarded to Adélard Villeneuve is then 12 cents per case.

In this dispute Adélard Villeneuve alone, and no other employee, is directly involved.

We also find that it is not proved that the necessary authority to declare a strike has been obtained at any time.

5.—*Re* J. H. Larochelle vs. his employee, member of "La Fraternité Nationale des Cordonniers-Machinistes de Québec."

Cause of the dispute.—On March 29, 1912, the "Fraternité" asked for Léon Lainé, a heel trimmer at J. H. Larochelle's, an increase in wages of 10 cents per case, and Larochelle refused to grant this request. Lainé kept on working at Larochelle's until the beginning of April, 1913, and then insisted on having that increase of 10 cents. And on Larochelle refusing to grant it, he left work without waiting for the decision of the Bureau of Conciliation or the Board of Conciliation. Since that time Larochelle was forced to pay the man who took Lainé's place 10 cents extra, not being able to secure a workman at a lower price and in order not to be obliged to shut up his factory. Larochelle complains that the "Fraternité" did not interfere and has not furnished a man at the same price pending the decision of the Conciliation or Arbitration Board.

RECOMMENDATION.

We consider Larochelle's complaint just and well grounded as Lainé could not demand an increase in wages and leave work without waiting for a decision of the Conciliation Committee or Arbitration Board.

The "Fraternité" claims that Lainé waived his demand when he left work at Larochelle's, but we find it should have provided Larochelle with a competent man to take Lainé's place under the same conditions, and that this not having been done, Larochelle was obliged, under pressure and against his will, to pay a man he had to hire since.

In this dispute there is only one employee directly involved, and it is not proved that the necessary authority to declare a strike has been obtained at any time.

6.—*Re* O. Goulet vs. his employee, member of "La Fraternité Nationale des Cordonniers-Machinistes de Québec."

Origin of the dispute and cause of the trouble.—One Génois, who was working at O. Goulet's on a heel-nailing machine, left work and Mr. Goulet put in his place a young man named Langlois who was then working on another machine in his shop, and who was a member of the "Fraternité." Goulet was satisfied that young Langlois was competent to do the work and notified the "Fraternité" of the change made in the personnel of his employees. The "Fraternité" interfered, claiming Goulet could not make that change of his own accord, and young Langlois left the work.

RECOMMENDATION.

We find that according to Article 7 of the Regulations of the Joint Committee and of the Manufacturers' and Workmen's Conciliation Board in the boot and shoe industry in Quebec (produced in this case as Exhibit X) com-

bined with Article 9 of the same Regulations, Mr. O. Goulet, who had no complaint to make to the "Fraternité," had a right to hire young Langlois as he did to put him in Génois' place on the heel-nailing machine, and that in such a case the "Fraternité" unduly interfered; that there is no question of an apprenticeship in this matter, as Mr. O. Goulet found the man competent to do his work while promoting him.

All of which is respectfully submitted.

FÉLIX MAROIS,

H. CYRIAS PELLETIER,
Chairman.

QUEBEC, this 29th day of May, 1913.

I, the undersigned member of the Board of Conciliation and Investigation, declare that I dissent with the other two members, Messrs. H. C. Pelletier and Félix Marois, that I cannot approve and sign their report, and that in my opinion the requests made by the workmen involved in this dispute should be granted, and that the employers' requests and claims should be put aside.

GAUDIOSE HEBERT.

QUEBEC, May 29, 1913.

We feel we must add to our report a few remarks relating to the circumstances and facts of the investigation and the propriety of our recommendations.

After taking the required oath, the members of the Board of Conciliation held thirteen sittings for the purpose of the investigation in the office of the Bureau of Conciliation, on St. Valier street, St. Roch, Quebec, quite near the place where the disputes originated, in the ward where most of the factories are located, and in the vicinity of the workmen involved.

In order to avoid costs, we employed no clerk or stenographer, but we ourselves took notes of the evidence which are transmitted to you with our report, as well as the documents produced according to the list enumerating such exhibits and being part of the written evidence.

Among such exhibits are the Regulations of the "Fraternité Nationale des Cordonniers-Machinistes de Québec," those of the Quebec Boot and Shoe Manufacturers' Association, as well as those of the Joint Conciliation Committee which exists in Quebec as a preliminary tribunal to settle disputes between employers and workmen.

The dispute which took the longest time at the investigation and caused the most discussions and recriminations was that between the men employed in beating down inner soles and the employers, in the factories of J. Ritchie & Co. and Marsh & Co. After the investigation was over, we called in all the interested parties and after communicating to them all the evidence produced we asked them to try to make it up with each other and come to an agreement. But no one wanted to give in and all maintained their claims pending our decision.

The matter was mainly about the work done by the Goodyear automatic leveller, a machine to beat down the 'bottoms' or inner soles of shoes in Marsh & Co.'s and Ritchie & Co.'s factories. The workmen complain that this machine does not do the beating down thoroughly and that they are obliged in every case to use a hammer to finish the work of smoothing down the lumps on the soles.

We have visited two other establishments where such a machine is installed, at Gauthier's and McKeen's shops, and there we have found that the work is done well and regularly and that the men do not complain.

At Ritchie's and Marsh's this machine was running too fast, and at Marsh's especially the workman, it seemed to us, would not run that machine properly, at least in our presence.

There is no reason to justify the complaint of the men at Ritchie & Co.'s and at Marsh & Co.'s, as this machine, properly run at its normal speed, must do the same work as at Gauthier's and McKeen's, and we are convinced it does everywhere as good a beating down.

The employers also complain that the men, unknown to them, change the speed of the machines by increasing it, which results in increasing the production in manufacturing, but at the expense of steadiness and of the efficiency of the work done.

As to the nature and value of the wages paid, we did not feel we should interfere because we considered we were not competent to do so in this investigation, but we made our basis entirely on the present prices, those at present paid in the establishments of similar industries for the same work.

There exists a certain unrest in the boot and shoe industry in Quebec, as may be inferred from the evidence of Mr. J. Ritchie and J. Alphonse Langlois.

The employers complain that the men are not punctual and leave their work for any cause or without any cause, which entails considerable delays in the manufacture; they also complain that they have no more authority in their shops and that they are entirely at the mercy of their employees, members of labour unions.

Mr. J. Alphonse Langlois, one of the partners and manager of the Gauthier factory, and member of the Quebec Legislative Assembly for the electoral district of St. Sauveur, appeared before us, and in his evidence stated that to cause this unrest to disappear the following remedy must be provided: "The "employer should have the same right as the workman to discharge or resign "from work; there is the root of the evil, freedom is not equal on both sides. "The employer should have the right to discharge an employee for cause, with-"out the interference of the union, just as the workman may himself resign. "The workman should give notice of his resignation."

In Quebec, boot and shoe manufacturers are formed into an association called "L'Association des Manufacturiers de Québec," and the boot and shoe workers employed in the factories have three unions: "La Fraternité Nationale des Cordonniers-Machinistes de Québec," that of the Finishers, and that of the Leather Cutters.

These various associations have agreed to form and create "A Joint Committee and a Bureau of Conciliation of the Manufacturers and Workmen in the interest of the boot and shoe industry in Quebec." (The regulations of said committee are produced as Exhibit X.)

In the other disputes, besides those which occurred at Ritchie's and at Marsh & Co.'s about beating down the 'bottoms,' we also called before us, after the investigation was over, all the interested parties, employers and workmen, and proposed to them to come to an understanding and be reconciled, but nobody would give in and all asked for a decision from the Board of Conciliation and Investigation.

In all these disputes the evidence seemed to us conclusive, and we had no difficulty in reaching the award and recommendations indicated in our report.

There is, however, a fact which we must point out to whom it concerns, as it has its importance in the extent which these disputes have, and it is as fol-

lows: During the investigation, in order to get posted as to the acts of "La Fraternité des Cordonniers" in connection with the cases before us, we called in as a witness its secretary, Mr. A. Shields, and asked him to produce the records of certain of the meetings of that union, and Mr. Shields answered us that he was bound by his word of honour not to disclose anything without an authorization from the "Fraternité," and that as to the records the union had taken them away from him and he could not produce them. We did not insist any further because, after all, we could make our award without Mr. Shields' evidence and without seeing the records of the meetings of the "Fraternité"; but we think it is our duty to point out this fact to show the pretensions of the "Fraternité" when it is requested to furnish information for the public during a regular investigation of facts which interest its members and the employers. Mr. Shields' behaviour is the more strange as it is upheld by the "Fraternité."

We also feel we must point out that the dispute in these six controversies is really between the employers and "La Fraternité des Cordonniers-Machinistes" since the employees are members of it subject to its orders, and it has represented and supported them during this investigation before the Board of Conciliation and Investigation.

We regret that the three members of the Board do not agree in their report and that Mr. G. Hébert should be of a different opinion, but without depreciating him in any way it is only proper to remind whom it may concern that Mr. Hébert is one of the members of the "Fraternité" and its employee as manager, jointly with Georges Marois, paid by it at the rate of $15 per week or $780 per year, as was proved during the investigation of these disputes.

All of which is respectfully submitted.

FELIX MAROIS.

H. CYRIAS PELLETIER,
Chairman.

QUEBEC, May 29, 1913.

MINORITY REPORT.

Following is the text of the minority report of Mr. Gaudiose Hébert:—

Re Industrial Disputes Investigation Act, 1907, and between: J. H. Larochelle, W. A. Marsh & Company, J. Ritchie & Company, O. Goulet, boot and shoe manufacturers of Quebec, on the one side; and their employees, members of La Fraternité Nationale des Cordonniers-Machinistes de Québec, on the other side.

Before the Board of Conciliation and Investigation composed of three members, H. Syrias Pelletier, Félix Marois and Gaudiose Hébert.

To the Honourable the Minister of Labour.

MR. MINISTER,—I, the undersigned, Gaudiose Hébert, being the minority of the members of the Board of Conciliation and Investigation, have the honour to make to you my report and recommendations in connection with the six industrial disputes which have been referred and submitted to us as follows:—

1.—*Re* dispute between Marsh & Company and Félix Marois, member of La Fraternité des Cordonniers-Machinistes, shoemaker.

SESSIONAL PAPER No. 36a

In answer to the first paragraph of the award made by the majority of the Board, my opinion is as follows:—

Félix Marois' work could not be done on the machine without some preparatory work which up to the difficulty was done by Mr. Robitaille, one of the employees at the factory: Mr. Robitaille's work not being found proper, Mr. F. G. Marois was requested to do that work besides his machine work, which Marois refused to do on account of the quantity of work to be performed. After several requests and on the promise of a ten cent increase, F. G. Marois agreed to perform that work. The following witnesses supported this statement: Messrs. E. G. Marois, Couture, G. Marois.

The report states that the work in certain cases can only be completed with the use of the hammer, while witness Dick Becker, agent for the United Shoe, stated that this machine worked to perfection without using the hammer. And the report, however, concludes that the hammer must be used. The witness himself was invited to perform this work in the presence of the arbitrators and was not able to do it, contrary to his opinion.

The manager of the factory having stated to the employee that he wanted perfect work and would pay for it, and having told him to use the hammer if necessary; the employee agreed to it provided the above mentioned ten cent increase was given him.

Were the work to be done with that machine delivered to the workman under the same conditions as in other manufactures it would be done more easily. But the Marsh Company allows the shoes to remain too long on the floor, which causes the shoes to get dry and makes the work more difficult. In spite of the opinion expressed in the report, it is false to say that the machine can do perfect work when witness Becker, representing the company which sells these machines, could not do that work himself, and the conclusion must be drawn that the workman is right in refusing to accept a reduction of wages. I am surprised to see that the employer only found this out after five years.

The manager of the Mullerky factory stated that this machine could do the work without a hammer, and yet the work could not be performed, which in my opinion gives reason to the workman.

I regret that the third arbitrator did not find it necessary to take the evidence in shorthand, which would have given you the statements from both parties. According to the rules established between the parties concerned, demands must be made on June 1 to take effect on November 1, according to Article II of the regulations between employers and workmen. The demand made in 1911 should therefore have been put aside, because that question had been settled by the Board of Conciliation, and the new demand, according to the regulations governing us, employers and workmen, should have taken effect from November 1, 1912, only. This is one of the reasons which caused me to dissent, besides that of the increase in the cost of living.

Moreover, the increase in the boot and shoe trade and the increased amount of work which the workman in Quebec is obliged to perform in order to fill orders, were some of the reasons which caused me not to approve of the opinion of the majority, with, besides, the fact that Marois had to hire a man as helper to do all the work necessary to meet all the requirements of the factory.

Moreover, the fact that the strike was declared on the receipt of the award of the Bureau of Arbitration shows that the strike was authorized before the arbitration.

Second part.

The evidence in this case of Vallière vs. Marsh showed that the man employed before Vallière received $12.00 per week with a bonus of $1.00 per week, and that Vallière had been hired under the same conditions; this is the reason why I did not approve of the award of the majority, and basing myself on the fact that changes in wages cannot be made before November first according to Article II of the above mentioned regulations.

Re J. Ritchie & Company, and Eugène Poitras.

In this case I did not share the majority's views because this workman does on his machine more difficult and delicate work at lower wages than workmen in other factories receive for more common work and a reduction of wages under the circumstances was not justified.

Fourth part.

Re Ritchie and Adélard Villeneuve.

I differed in this case because the work assigned to this man must be performed on a machine with lasts, which makes the work more difficult, and he consequently deserves to be paid in proportion. This work may have brought $11.00 per week before the increase, and from that amount he had to pay a young man $2.50 per week, so that his wages were not enough to live on.

Fifth part.

I have no comments to make in this case, as Lainé, after making his demand, left work on his own accord to get somewhere else what his employer refused to give him, which shows he was right. The "Fraternité," moreover, has not forced the employer, Larochelle, to pay the price he has paid to the man of his choice.

Sixth part.

Re O. Goulet and Langlois.

In this case it was shown that "La Fraternité" had not interfered, and that is the reason why I did not share in the award, for Langlois left his position of his own accord.

Besides the award made in presence of the three arbitrators, a report has been added to that award without the knowledge of arbitrator G. Hébert, representing the workingmen.

I believe it would have been better to pay a stenographer so that the evidence could be transmitted in full to the proper persons, among other things to explain Shields' refusal to produce the minutes of the workmen's association, it would have been found that the Board of Arbitration had no jurisdiction to make such a request. Moreover, there is no mention of the part of the evidence given by Mr. J. A. Langlois, manager of the Gauthier factory, member for Quebec, in which he mentioned that the men had to form an organization in order to protect themselves against the tyranny of certain employers; but at that time he was a workingman, and now that he is an employer he thinks the employers have no satisfaction and do not enjoy the same rights. On the other hand, the report does not mention the fact that most of the witnesses, employers in particular, stated that the workmen's business agents, G. Marois and G. Hébert, always had done all in their power to settle disputes amicably, and yet the report made without the knowledge of arbitrator Hébert seems to make him a reproach about that. They forget to say that Mr. F. Marois, one of the arbitrators, has almost always been the employers' arbitrator in such cases, and yet nobody thought of reproaching him with it. For conscience must be considered before wages. For if the arbitrators chosen always knew about the matters in dispute, awards might be different.

I must say, moreover, that Mr. J. A. Langlois stated in his evidence that our labour organizations were the best and that they were governed by regulations made and approved by His Grace L. N. Bégin, Archbishop of Quebec.

I feel I must also add that our factories are in a flourishing condition as to the quantity of work and have plenty of orders. As to the workmen, they are faithful in their work.

The reasons given in my present report are those which caused me to differ from the other arbitrators.

All of which is respectfully submitted,

GAUDIOSE HÉBERT,
Dissenting Arbitrator.

QUEBEC, June 17, 1913.

V.—APPLICATION FROM CERTAIN EMPLOYEES OF THE ACADIA COAL COMPANY, LIMITED, STELLARTON, N.S., SOME OF THEM BEING MEMBERS OF LOCAL UNIONS NO. 351 AND NO. 1726, UNITED MINE WORKERS OF AMERICA.—BOARD ESTABLISHED.—UNANIMOUS REPORT BY BOARD.—SETTLEMENT EFFECTED.

Application received—May 26, 1913.

Parties concerned—The Acadia Coal Company, Limited, Stellarton, N.S., and employees, some of them being members of Local Unions No. 351 and No. 1726, United Mine Workers of America.

Applicants—Employees.

Nature of industry concerned—Coal mining.

Nature of dispute—Wages, rents, dismissals, and union recognition.

Number of employees affected—Directly, 1,125; indirectly, 260.

Date of constitution of Board—June 20, 1913.

Membership of Board—Honourable John N. Armstrong, North Sydney, N.S., chairman, appointed on the joint recommendation of the other members of the Board; Mr. W. H. Chase, Wolfville, N.S., appointed on the recommendation of the employing company; and Mr. J. C. Watters, Ottawa, Ont., appointed on the recommendation of the employees concerned.

Report received—July 14, 1913.

Result of inquiry—A unanimous report was presented by the Board, in which it was stated that an amicable settlement of all matters in dispute had been effected.

The Minister received, on July 14, the report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the Acadia Coal Company, Limited, Stellarton, N.S., and employees, some of them being members of Local Unions No. 351 and No. 1726, United Mine Workers of America. The number of employees affected by this dispute was given as 1,125 directly and 260 indirectly. The matters at issue related to the employees' demand for increased wages, reduction in the rent of the company's houses, recognition of the U.M.W.A., and the reinstatement of certain employees who were alleged to have been dismissed for their connection with the above mentioned union.

In its report the Board stated that during the course of the investigation the men, while maintaining that the cost of living called for an increase in wages, waived their demand for an increase, the company having satisfied them of its inability to meet their wishes in this respect. The employees also eliminated the question of the recognition of the U.M.W.A. The general manager of the company, on the other hand, agreed that the three men who had been dismissed should be reinstated upon their application, and that he would recommend to his Board that a reduction should be made in the rent of the higher class of houses. The Board stated that the conciliatory attitude of both parties had materially assisted in the investigation and settlement of the existing differences.

SESSIONAL PAPER No. 36a

REPORT OF BOARD.

Following is the text of the Board's report:—

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Acadia Coal Company, Limited, and certain of its Employees.

We, the undersigned, having been duly appointed members of the Board of Conciliation and Investigation in this matter, convened the public sittings of the Board in accordance with section 44 of the Act, on July 8 and 9, at Stellarton, Nova Scotia, within which the subject matter of the proceeding before it arose. Subsequently the Board held sittings at the neighbouring town of New Glasgow, at which place the Board's report is given.

The Board, as required by law, endeavoured to bring about the settlement of the dispute from the outset, and to this end made such suggestions throughout as were deemed proper and right for inducing the parties to come to an amicable settlement of the dispute. The respective parties with the intent in view of conciliation rather than prolonged investigation mutually enabled the Board to expeditiously and carefully inquire into the dispute and all matters affecting the merits thereof, and the settlement thereof, as the Board during the proceedings ascertained the facts and circumstances leading up to and attending the dispute.

The result is that the Board is able to report as follows, dealing with each item of the dispute in the reference to the Board.

Firstly, with regard to the demand for an increase of wages: Data was furnished the Board by the employees dealing with the actual cost of living in Stellarton and vicinity.

The company furnished a full statement covering its operating expenses, together with the selling price of coal. In view of the company having shown its inability to meet the demand of the men with regard to increase of wages and because of the handicap that would thereby be placed upon the company in competition with other coal companies in Nova Scotia, the employees consented to withdraw such demand, while at the same time realizing to the Board that the cost of living called for an increase. The company agreed that where employees were taken from the face such employees would be dealt with on a fair and just basis of remuneration.

Secondly, the recognition of the United Mine Workers of America: the employees eliminated the recognition of the United Mine Workers of America by the company, even indirectly, from consideration. The Board in consequence was relieved from any consideration of this question or from making any finding on this item in the reference.

Thirdly, with regard to men having been discharged because of their connection with the United Mine Workers of America; the Board reports that the manager said it was not by reason of their connection with the United Mine Workers of America that the men had been dismissed. The general manager on the recommendation of the Board consented that work would now be given the three men who had been dismissed, upon their application.

Fourthly, with regard to the reduction on the present rate charged for house rent on certain houses: The Board reports that as Mr. Watters was anxious that a concession be made to the men in regard to rents, the general manager stated he would take up the matter jointly with his Board and recommend a reduction in the rate charged on the higher class of houses, which, during the inquiry, the Board found is the class of houses particularly affected.

The Board finds that there are four mines of the company in operation at considerable distances from each other, namely, the Albion Mines, the Acadia Mines, the Vale Mine, and the Allan Shaft, all having their own peculiar conditions, and in effect forming four different communities. As to how meetings could be arranged between the company and representatives of the employees to adjust any differences that may arise, various suggestions were made to the Board. The general manager stated that the management will meet all committees of the men employed in the section or sections of the mine in which the alleged grievance may occur, and where the alleged grievance has reference to the whole mine or mines, the management will meet a general committee appointed by all the employees of the company. The Board regards the appointment of such a general committee as desirable. It appears to the Board, however, that the greatest freedom must be allowed in working out the matter of how the general committee shall be appointed by the employees.

All the members of the Board were present at each of the sittings and conferences of the Board.

Given under our hands at New Glasgow, Nova Scotia, this eleventh day of July, 1913.

(Sgd.) JOHN N. ARMSTRONG,
Chairman.

(Sgd.) J. C. WATTERS,
For the Employees.

(Sgd.) W. H. CHASE,
For the Company.

To HON. T. W. CROTHERS, K.C., M.P.,
Minister of Labour, Ottawa.

VI.—APPLICATION FROM DREDGE AND TUG BOAT WORKERS, MEMBERS OF TUG CAPTAINS' LOCAL NO. 830, TUG FIREMEN'S LOCAL NO. 802, AND DREDGE WORKERS' PROTECTIVE ASSOCIATION LOCAL NO. 470, EMPLOYED BY THE MARITIME DREDGING AND CONSTRUCTION COMPANY, LIMITED, ST. JOHN, N.B.—BOARD ESTABLISHED.—UNANIMOUS REPORT BY BOARD.—NO CESSATION OF WORK.

Application received—June 16, 1913.

Parties concerned—The Maritime Dredging and Construction Company, Limited, St. John, N.B., and dredge and tug boat workers in its employ, being members of Tug Captains' Local No. 830, Tug Firemen's Local No. 802, and Dredge Workers' Protective Association Local No. 470.

Applicants—Employees.

Nature of industry concerned—Dredging.

Nature of dispute—Wages and conditions of employment.

Number of employees affected—Directly, 150; indirectly, 205.

Date of constitution of Board—June 24, 1913.

Membership of Board—Mr. Chas. H. Thomas, Fredericton, N.B., chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. John E. Moore, St. John, N.B., appointed on the recommendation of the employing company; and Mr. J. E. Tighe, also of St. John, N.B., appointed on the recommendation of the employees concerned.

Report received—October 27, 1913.

Result of inquiry—A unanimous report was presented by the Board. The award was declared acceptable to the company, but was not accepted by the employees concerned. No cessation of work occurred.

The Minister received, on October 27, the report of the Board of Conciliation and Investigation established to inquire into differences between the Maritime Dredging Company, St. John, N.B., and its employees, including tug captains, tug firemen, and dredge workers, members of Tug Captains' Local No. 830, Tug Firemen's Local No. 802, and Dredge Workers' Protective Association Local No. 470. The number affected by the dispute was given in the application as 150 directly and 205 indirectly. The matters at issue related to wages, conditions of employment, and the refusal of the company to sign an agreement submitted by the unions.

The report stated that the wages paid by the Maritime Dredging Company and the conditions prevailing at that company's works compared very favourably with the wages and conditions existing at the port of St. John, and compared favourably also with the wages specified in the Government Fair Wages Schedule of the contract being executed at Courtenay Bay. Regarding the question of the recognition of the union, the Board did not make any recommendation, expressing the opinion that that matter should be settled by mutual consent of the parties concerned.

The Department received a communication from the company expressing satisfaction with the award. A communication was also received from the employees to the effect that the findings were not acceptable, and that the dispute would not be adjusted on the lines recommended by the Board. No cessation of work, however, occurred.

REPORT OF BOARD.

The text of the unanimous report of the Board of Conciliation and Investigation in this matter is as follows:—

F. A. Acland, Esq., Deputy Minister of Labour, Ottawa, Ont.

In the matter of the Industrial Disputes Investigation Act. 1907, and certain matters in dispute between the Maritime Dredging Company and their employees on tug boats and dredges.

Dear Sir,—The members of the Board of Conciliation appointed under this Act in this matter have gone fully into the dispute, and make the following report:—

The Board met at St. John on July 4, October 8, 15 and 16. The conditions in connection with the difference existing between the parties was fully gone into.

The matter of wages was first taken up, and after comparing the schedule of wages of the Maritime Dredging Company with other companies in this vicinity and the conditions prevailing, and taking evidence in the various matters in connection with the hours constituting a day's work, wages, as they apply to regular time, overtime, Sundays and holidays, we find they compare favourably with the wages and other conditions existing at the port of St. John.

After considerable discussion, the Board decided, as the contract was a Government one, the wages and other conditions existing should be based on the Government Fair Wage Scale. There being no fair wage scale attached to the Maritime Dredging Company's contract, we had to look elsewhere, the only one available being that of the Norton Griffith Company, now working at Courtenay Bay. On comparing the wages and other conditions, we find the Maritime Dredging Company's compares very favourably with the fair wage scale.

We would recommend that a fair wage scale be attached to all contracts, as it would be of great assistance in settling all Government contract disputes.

We herewith attach wage schedule of Maritime Dredging Company, also Government fair wage.

In the matter of the recognition of the union, which the company refuses to consider, we are of the opinion that this Board cannot make any recommendation, as they do not consider it a matter for their consideration, and it can only be settled by mutual consent of the parties concerned.

Considerable time has elapsed since the Board first met in this matter on July 4, 1913, until its final meeting, owing to it being a very busy season with those engaged on this Board, and it was impossible to get the members together, but after the Board got fairly to work the business was transacted in a very satisfactory manner, and are pleased to forward a unanimous report.

(Sgd.) C. H. Thomas,
Chairman.

(Sgd.) John E. Moore,
For Employers.

(Sgd.) James E. Tighe,
For Employees.

St. John, N.B., October 16, 1913.

SESSIONAL PAPER No. 36a

STATEMENT WAGES PAID TO DREDGE CREWS.

RUNNERS.	CRANEMEN.	FIREMEN.	OILERS.	WATCHMEN	DECKHANDS.	NAME.
1st, 200.00	106.50 (1)	50.00	50.00	50.00	45.00	
2nd, 160.00	95.50 (2)					Cynthia.
3rd, 160.00						
1st, 175.00	104.00 (1)	50.00	50.00	50.00	45.00	
2nd, 125.00	75.00 (2)					Iroquois.
1st, 140.00	80.00 (1)	50.00	50.00	50.00	45.00	
2nd, 118.00	60.00 (2)					Beacon Bar.

STATEMENT WAGES PAID TO TUG CREWS.

1st. CAPTAINS.	2nd. CAPTAINS.	1st. ENGINEER.	2nd. ENGINEER.	FIREMEN.	DECKHANDS.	MATE.	NAME.
$125.00	$90.00	$75.00	$65.00	$45.00	2 at $35.00 1 at 40.00	$42.00	Lord Kitchener
90.00	90.00	75.00	65.00	40.00	35.00	40.00	Lord Beresford
70.00	65.00	70.00	50.00	40.00	35.00	.....	Lord Roberts
70.00	50.00	65.00	50.00	40.00	35.00	40.00	Lord Wolseley.

ALL WAGES BASED ON TWELVE HOUR DAY—STRAIGHT TIME FOR OVERTIME—DOUBLE TIME FOR SUNDAYS AND HOLIDAYS.

TRADE OR CLASS OF LABOUR.	RATE OF WAGES.
Tug Captain	$80.00 per month and board.
Tug Engineer	75.00 " " "
Tug Fireman	40.00 " " "
Deckhands	45.00 " " "
Scowmen	45.00 " " "
Cook (Male)	40.00 " " "

GOVERNMENT FAIR WAGES SCHEDULE.

Dredge Runner	$125.00	per month	with board.	10	hours	per day.
Dredge Engineer	125.00	"	"	10	"	"
Dredge Fireman	45.00	"	"	10	"	"
Scowmen	35.00	"	"	10	"	"
Deckhands	35.00	"	"	10	"	"
Cook	35.00	"	"	10	"	"
Cranesman	85.00	"	"	10	"	"
Tug Captain	70.00	"	"	10	"	"
Tug Engineer	60.00	"	"	10	"	"
Tug Fireman	45.00	"	"	10	"	"

ANALYSIS OF WAGES—(CYNTHIA.)

NAME.	Monthly rate of wages.	Amount paid in 12 months.	Average amount paid per month.
1st Runner	$ 200.00	$ 2,662.85	$ 221.90
2nd Runner	160.00	2,062.00	171.00
3rd Runner	160.00	2,038.00	169 80
1st Cranesman	106.50	1,438.30	119.80
2nd Cranesman	95.50	1,244.05	103.70
1st Fireman	50.00	683.07	56.90
2nd Fireman	50.00	674.31	56.00
1st Oiler	50.00	690.75	57.55
2nd Oiler	50.00	676.96	56.40
Watchmen	50.00	.....	50.00
Deckhands	45.00	736.27	61.35
Scowmen	45.00	703.02	58.60
"	45.00	648.90	54.00
"	45.00	643.40	53.60
"	45.00	642.55	53.55
"	45.00	627.05	52.20
"	45.00	633.35	52.70
"	45.00	607.20	50.60

VII.—APPLICATION FROM EMPLOYEES OF BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY, BEING MEMBERS OF LOCAL DIVISIONS NO. 101 VANCOUVER, NO. 109 VICTORIA, AND NO. 134 NEW WESTMINSTER, AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA. BOARD ESTABLISHED.—INVESTIGATION RESULTED IN CONCLUSION OF AGREEMENT BY PARTIES CONCERNED.

Application received—June 25, 1913.

Parties concerned—The British Columbia Electric Railway Company and employees, members of Local Divisions No. 101 Vancouver, No. 109 Victoria, and No. 134 New Westminster, Amalgamated Association of Street and Electric Railway Employees of America.

Applicants—Employees.

Nature of industry concerned—Street railway.

Nature of dispute—Wages and conditions of employment.

Number of employees affected—Directly, 2,000; indirectly, about 300.

Date of constitution of Board—July 4, 1913.

Membership of Board—Honourable Mr. Justice Denis Murphy, Vancouver, B.C., chairman, appointed on the joint recommendation of the other members of the Board; Mr. H. O. Alexander, Vancouver, B.C., appointed on the recommendation of the employing company; and Mr. M. B. Cotsworth, New Westminster, B.C., appointed on the recommendation of the employees concerned.

Reports received—August 21, 1913; September 3, 1913.

Result of inquiry—The members of the Board were unanimous in their findings regarding rules, but differed on the question of wages, separate wage schedules being submitted with the majority and minority reports. The minority report was signed by Mr. Cotsworth. As the result of the investigation an agreement was entered into by both parties to the dispute.

The Minister received, on August 21, the majority report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the British Columbia Electric Railway Company and its employees, members of the Amalgamated Association of Street and Electric Railway Employees of America, Locals No. 101 Vancouver, No. 109 Victoria, and No. 134 New Westminster. The majority report was signed by the chairman and Mr. H. O. Alexander, the company's nominee. On August 28 the Department received the wage scale forming part of the minority report of Mr. M. B. Cotsworth, the employees' nominee, the remainder of the minority report being received later. The dispute grew out of the alleged refusal of the company to sign a new agreement of wages and working conditions submitted by the employees, and was said to involve 2,000 employees directly and 300 indirectly.

The Board's report was accompanied by a proposed wage scale signed by the foregoing, and a statement of rules and working conditions which were agreed upon by the Board as a whole. In submitting these rules, the Board stated that it had endeavoured to secure to the men permanence of occupation and retention of seniority, whilst at the same time guarding the company against any infringement of the principle of control by giving it the absolute

right of dismissal in cases of inefficiency, the employees, however, to have the right of appeal in such cases to the general manager of the company, whose decision should be final.

The Board recommended that the proposed working conditions and wage scale should remain in force for a period of two years from the date of acceptance, either party desiring a change to notify the other party in writing at least thirty days before the expiry of the same.

In a minority report Mr. Cotsworth gave his reasons for recommending a higher wage scale than that recommended by the majority of the Board, and furnished considerable data in support of his contention that the increased cost of living necessitated a general increase in the wages of the employees of the British Columbia Electric Railway Company. In view of the many satisfactory adjustments of wage questions prior to June 30, 1910, by negotiation, Mr. Cotsworth was of the opinion that both parties should be encouraged to endeavour to settle disputes by that means. Mr. Cotsworth further recommend that the proposed working conditions and wage schedule should remain in force for one year.

The Department was subsequently informed that as a result of the investigation an agreement had been entered into by the parties concerned.

REPORT OF BOARD.

Following is the text of the Board's report:—

To the Honourable the Minister of Labour, Ottawa.

British Columbia Electric Railway Company, Limited, vs. its Employees.

SIR,—The undersigned, being a majority of the Board selected under the provisions of the Industrial Disputes Investigation Act, 1907, and amending Acts, to investigate and report upon the differences existing between the above named parties, beg leave to submit as follows:—

The questions that were presented involved the usual dispute as to wages, and in addition a controversy with regard to working conditions. The employees submitted an agreement covering forty-five pages of typewritten matter, whilst the company offered an alternative proposition of very considerable length. The result was that a vast amount of detail had to be examined into, there having been thirty-two public sessions of the Board.

A preliminary question arose owing to the desire of the employees to embrace in the proposed agreement large numbers of men in occupations not covered by the existing arrangement. These were, in particular, auto drivers, steam electric shovel men, foremen, station agents, operators, teamsters and others. In support of their position they cited a provision of the existing agreement whereby the company requested all its employees to join the Amalgamated Association of Street and Electric Railway Employees of America, that being the official designation of the union whose principal membership is made up of motormen and conductors, and in general employees connected with the actual maintenance and operation of tramways. The company positively refused to allow any such extensions to be embodied in the agreement, stating with regard to the request that it had been made when the company's operations were very much less extensive and when personal relationship existed between the management and the employees, whereas at the present time, the employees numbering over 2,000 men, such personal relationship has perforce in the main disappeared. The company

expressed its willingness to deal with other unions if such existed, whose specific membership included some of the classes sought by the men to be included in the proposed arrangement. It pointed out that no precedent for an agreement embracing all these other bodies of men could be produced by the association. It objected further with regard to certain classes that they were in effect officers of the company, and that in consequence its interests would be prejudicially affected by their belonging to a union; and with regard to the others, as already stated, they expressed a willingness to deal with unions organized specifically to protect such trades. This being a question of policy, the undersigned do not feel called upon, under the provisions of the Act, to express any opinion, but merely to state the contentions of each side.

It should be added that a large number of men included in these classes have joined the association in question and are now members thereof.

As to those elements of dispute which were agitated before the Board, the first considered were the working conditions. The undersigned are pleased to report that with regard to these an unanimous decision has been arrived at, though not without considerable difficulty. The document embodying same is enclosed herewith. For your information, Sir, and for that of the parties to this dispute, as well as for the information of the general public, it is deemed advisable by the undersigned to state on what principles they acted in fixing both the working conditions and the wages schedule.

In dealing with the former, the objects aimed at were to give the company absolute control of all features that seemed vital to the operation and maintenance of their railway system The undersigned consider that the people who furnish the capital to carry on an enterprise such as this must have a free hand in that which vitally concerns its maintenance and operation. Per contra as far as could consistently with the acceptance of this principle be done where the safety and comfort of the men were involved, the undersigned have endeavoured, in fixing the working conditions, to make these features paramount and binding on the company.

A further principle in favour of the men was to secure to them permanence of occupation and retention of seniority. It was thought that men entering a service such as this should have the right to look forward to security in their positions so long as they were efficient and so long as the operations of the company required the existence of such positions, and further that the men should, subject to said qualifications, be assured of such seniority as they had acquired by length of service. This view was strongly combatted by the company on the ground that it was an infringement of the principle of control on their part. The undersigned have endeavoured to provide against any difficulties arising on this score by giving to the company an absolute right of dismissal where inefficiency is proven. On the other hand, to guard against improper dismissals by subordinates, every employee has been given a right of appeal in case of dismissal for inefficiency, to the general manager of the company, whose decision is made final. The consequence of the adoption of this principle is that, if through slack times the permanent force of the company is reduced, the members thereof will have the right of securing again the occupation or the situations which they had before such reduction, the last man on being the first man off, and the last man put off being the first man put on. The seniority of the men, which is a principle admitted by the company and highly valued by the employees, is thus preserved. The adoption of this view the undersigned consider has an important bearing on the question of wages, for a man is obviously better off who has assurance of permanent employment and of situation for the whole period of his working life, even at a lower but constant

rate of pay than his mate, who alternates periods of higher pay with others of non-employment, and who can never count absolutely on definite continuous future employment. The employees under the working conditions as approved can, if they so desire, make definite commitments to purchase homes and lay plans extending over years without fear of dismissal from their posts.

It would be useless to burden this report with the details of how these principles were applied, but the fact that an unanimous decision has been arrived at gives some confidence to the undersigned that such application has in the main been justly made.

With regard to the schedule of wages, the undersigned have, with regret, to state that an unanimous decision could not be reached. For the reasons already given the principles acted upon by them in fixing the schedule will be herein outlined. A majority of the Board conceive that wages under the present constitution of society are governed in the last analysis by the law of supply and demand. They further believe that in adjusting same that law must be modified to the extent of paying every man a living wage, particularly in the case of corporations such as the British Columbia Electric Railway Company, Limited, which operate by virtue of franchises received from the people.

By a living wage the undersigned do not understand an amount merely sufficient to enable employees to keep body and soul together. In any business such as that of maintenance and operation of street railways, it is believed that the wages should be such as to justify a young man to make a life career of it, that is, that the wage schedule should be such as to enable him, by the exercise of that thrift and economy, which is compulsory on all persons not born with a silver spoon in their mouths, to within a reasonable time found a home and rear a family. This view involved the consideration of the present high cost of living, as to which more will be said hereafter.

Dealing first with the wages of motormen and conductors on city and suburban lines, it is almost a universal practice in the street railway business to fix the wage schedule by a step rate. Men enter the service at a comparatively low rate of pay and rise year by year to a maximum. The length of time required to attain this maximum varies greatly in Canada and the United States. In the case of the British Columbia Electric Railway Company, Limited, it was four years, which period it is proposed to continue in the schedule approved of by the undersigned. This is a shorter period than the average obtaining on roads in Canada and the United States. The undersigned have endeavoured, in fixing the schedule, to make it such that even under present conditions a young man entering the employ of the company at 21, should, by the time he is 26 or 27 years of age, be in a position to marry and to face the responsibilities thereby involved without fear of the future, and for this reason they have raised the minimum rate, which was 22 cents per hour, rising to 25 cents after the first three months, and to 27 cents at the end of the first six months, to 27 cents flat for the first year. They have not interfered with the rates for subsequent years, as they believe any increase could not be justified on the principles above outlined.

Comparison of the maximum rate of the British Columbia Electric Railway Company, Limited, with that of other electric railways in Canada and the United States shows that their maximum rate of 35 cents for city and suburban lines is the highest paid anywhere except in six cases. Three of these are municipal lines, Regina, Saskatoon and Calgary, where the municipal treasury can be called upon to make up any deficit, and where obviously considerations other than purely economic ones would operate in fixing the rate schedule.

Two of the other exceptions are Butte, Montana and Missoula, Montana. These systems operate but few miles of railway in mining towns and under conditions that would not make any comparison, in the opinion of the undersigned, fair as between them and the British Columbia Electric Railway Company, Limited.

The last exception is that of Oakland, California. This road does operate on a basis which would make comparison just as between it and the British Columbia Electric Railway Company, Limited, but it is pointed out that the higher maximum paid by it was obtained at a time when the road was in a very precarious condition financially, so much so that a labour struggle would in all probability have landed it in bankruptcy, and that since that time it has passed into the hands of a committee of shareholders, who hold it somewhat in the manner of a receivership for the protection of those owning its common stock. It pays no dividends, and obviously is still in a position where labour troubles of any magnitude would almost inevitably force it into insolvency.

It was strenuously argued on behalf of the men that, inasmuch as the cost of living had undoubtedly increased since 1910, when this maximum of 35 cents was fixed by agreement between them and the British Columbia Electric Railway Company, Limited, that therefore it must be raised. Much evidence was given before the Board on the question of this increased cost. The third member, Mr. Cotsworth, an actuary of repute, calculated that it amounted to sixteen per cent. on an average in the three coast cities. The undersigned, whilst not convinced that this percentage is absolutely correct, because of the premises used in deducing same, freely admit that a very considerable increase in the cost of living has taken place within the last three years in Vancouver, Victoria and New Westminster, and that possibly the percentage named is not excessive. A somewhat, though possibly not an identical increase, has, however, taken place throughout Canada, the figures furnished by Mr. Cotsworth showing an average increase for the whole Dominion of 11.4 per cent.

It is true that, as a result of not raising the maximum, the total increase in the cost of living, whatever it amounts to, falls entirely on the shoulders of such men as were in the 35 cent class three years ago. Whilst this is an unfortunate, it is without doubt not an exceptional condition. All people working on salaries who have not had their wages increased in the last three years; (and they include, the undersigned believe, the great majority of salaried people on the coast, no matter what their walk in life) have to face the same problem. On the other hand, it is to be remembered that it is only those who were in the 35 cent class three years ago that can justly make this complaint. All others, owing to the step rate, have had their wages increased each year under the wage schedule to an extent which, in the opinion of the undersigned, equals at any rate the increased percentage in the cost of living.

As to whether 35 cent per hour men of three years ago are getting a fair living wage under the proposed schedule which grants them no increase, the majority believe the chief guides to be followed are two comparisons: 1st, a comparison between earnings at that rate and earnings at the coast in occupations that may reasonably be considered as being similar careers in life, and, 2nd, a comparison between the British Columbia Electric Railway rate and that paid by other corporations operating street railway service.

Comparing the average yearly amount that can be earned at this maximum by motormen and conductors working reasonable hours each week, with what can be earned by, say carpenters employed in the building trade in Vancouver, the evidence adduced before the Board convinces the undersigned that the first named amount would be very considerably greater than the second. It is true

that carpenters get a higher rate of pay whilst actually at work, but their average yearly earnings are kept down partly through lack of continuous employment and mainly because climatic conditions stop almost entirely building operations during several months in the year. The majority have not overlooked the argument of the men that when carpenters are not working they are not co-operating with their employers in the production of wealth, and that their share of such wealth is fixed by the rate per hour paid them which is higher than 35 cents, but in the opinion of the undersigned, under present economical conditions, in the fixing of the hourly wage for carpenters the fact that long periods of enforced idleness is an unavoidable incident of the trade, is allowed for. Likewise, it appears certain that a large number of employees in the civil service of British Columbia receive per annum a less wage than can be so earned by motormen and conductors; and that this is also true of a comparison between their earnings and those of a large number of store and office male employees at the coast.

It is true that the City of Vancouver pays ordinary labourers 37½ cents per hour for municipal work, but the great body of such labourers are not given continuous work the year around, and, further, it will hardly be denied that factors other than economic and business laws influenced the fixing of such rate. Nor, the undersigned think, will it be controverted that a city with its power of raising funds by taxation at will within certain limits is in a far different position from a company which has no such unfailing reservoir to draw upon, wherewith to balance accounts.

The company further points out that, as shown by their wage schedule sheets, men in receipt of this 35 cents per hour rate seem able to take time off to a very considerable extent. The arrangement of working the British Columbia Electric Railway is such as to make it to a large extent optional with a man whether he works or not, inasmuch as an extra force of 20 per cent. of the total pay roll is maintained by the company; and anyone desiring to take time off has merely to arrange with some extra man to take his run.

The British Columbia Electric Railway Company, Limited, being the only tramway system worthy of the name in British Columbia, it is necessary to go afield to institute the second proposed comparison. In so doing, of course, the cost of living in the cities compared, as contrasted with the cost of living in Vancouver, Victoria and New Westminster, must be taken into account.

The maximum paid on the systems closest to that of the British Columbia Electric Railway Company, Limited, is very considerably below theirs; notably, in Everett, Seattle, Portland and Spokane. The Board has no reliable data as to the present cost of living in these cities. In Canada the nearest system that can be compared with the British Columbia Electric Railway Company, Limited, is that of Winnipeg. The maximum there is 34 cents per hour, which is the highest in Canada except that of the British Columbia Electric, so far as the evidence showed. It is argued that the cost of living in Winnipeg has not increased proportionately, and is not now as high as it is in the cities of Vancouver, Victoria and New Westminster. This contention is mainly based on the calculations of Mr. Cotsworth, which are founded on the retail prices transmitted to the Department of Labour monthly, by representatives in the various cities in Canada. To a certain extent, however, these figures involve the personal equation; inasmuch as the prices given are not those of identical standard articles, but are those of classes of articles, and obviously the judgment of different individuals will vary as to whether articles of a certain price should be included in a certain class or not. An analysis of the Winnipeg and coast city figures fails to convince the undersigned that such excess in the cost of living really

exists; or if it does, certainly not to such an extent as to absorb entirely the additional earnings of coast employees because of the extra cent per hour paid them.

If ability to pay is to be taken into consideration, it need only be pointed out that the British Columbia Electric Railway Company, Limited, is paying 4½ per cent. on its common stock, which is surely not an exorbitant return on the investment.

For these reasons the undersigned feel compelled to refuse to increase the maximum.

With the alteration made by them in the minimum rate, they believe that the average wage paid to motormen and conductors on city and suburban lines will be higher than the average rate on most, if not all other electric tramway systems, with the six exceptions already enumerated. It will certainly be very considerably higher than the average schedule of Everett, Seattle, Portland and Winnipeg; and, consequently, the undersigned find themselves unable to alter the gradation, except as above stated.

With regard to interurban conductors and motormen, it is to be noted that three or four such systems in the United States do pay a flat rate, which, when compared with the average rate paid by the British Columbia Electric Railway Company, Limited, is higher. These systems, however, operate under conditions with which the undersigned are not entirely conversant. A comparison of the average wage under the British Columbia Electric Railway Company, Limited, schedule with the average paid on the interurban systems generally in Canada and the United States shows that the former is considerably higher. Under the old wage schedule, interurban service was valued at 1½ cents an hour higher than city and suburban service. The undersigned can see no just reason for interfering with this percentage. They have consequently raised up the minimum wage, which was again too low in their opinion, to that basis, and propose to allow the balance of the schedule to stand as it was.

As to the car barn and shop department, a comparison between what is paid by the British Columbia Electric Railway Company, Limited, and the Canadian Pacific Railway Company, which operates somewhat similar shops and barns in Vancouver, shows that the former rate is materially higher than the latter; and in this connection it is to be remembered that the Canadian Pacific Railway Company is on a 7 per cent. common stock dividend basis, excluding dividends obtained from its land department.

It was further shown by the evidence in the opinion of the majority that the British Columbia Electric shop schedule compares favourably with the wages for like work in shops operated in Vancouver by private individuals and companies.

In some instances the undersigned have raised the present schedule of the British Columbia Electric Railway Company, Limited, because it seemed to them that such schedule was not a living wage. These remarks also apply to the maintenance-of-way men.

On the Chilliwack line, the wages had been fixed by a Board of Arbitration which sat in December, 1911, and the undersigned can see no valid reason for interfering with the award then made, if the principles herein outlined are to be acted upon. It was contended on behalf of the men that this was a railway line, and that the schedule of wages should be the same as that which obtains on steam railways; but the majority of the Board are convinced that under present conditions, at any rate, this line is much more akin to interurban traffic than to steam railway traffic. The difference in degree was recognized in the arbitration aforesaid by the granting of a somewhat higher wage scale; and this, as stated, the majority proposed to continue intact.

It may be noted, in conclusion, that the evidence shows that the British Columbia Electric Railway Company, Limited, are inundated with applications to enter their service, even under the old wage schedule; and, therefore, the operation of the law of supply and demand appears to be entirely in their favour. It is further to be noted that men can be, and actually are, trained to perform the service required in the operation of a street railway in a comparatively short length of time. In fact, a man is put in charge of a car within a fortnight of his entering the company's employ. He is, of course, not made a thoroughly proficient motorman or conductor in so short a time, but he does become able to perform the work, if necessity demands.

The undersigned have recommended that the present wage scale remain in existence for a period of two years. Present indications at the coast point to a reduction in rents at any rate, which, if it continues, ought to result in a general reduction in the cost of living. On the other hand it is poss ble that this may be only a transitory condition of things, and that the cost of living may resume its upward trend in a short time. If it does, and if it continues its upward course for the period of the next two years, then, in the opinion of the undersigned, it will be necessary to again consider this wage schedule, to ascertain whether there should not be an increase in order to make it a fair living wage scale.

The majority also consider that a mutual arrangement should be made between the company and the men whereby a limit to the number of hours out of the twenty-four any man may work would be set.

Under the present conditions, men are tempted to place an undue strain upon themselves, thereby endangering their own health and likewise the safety of the public.

The proposed wage scale is enclosed herewith.

(Sgd.) DENIS MURPHY,
Chairman.

(Sgd.) HY. O. ALEXANDER,
Company's Representative on Board.

VANCOUVER, Aug. 13, 1913.

MINORITY REPORT.

The text of the minority report of the Board of Conciliation and Investigation in this matter is as follows:—

Appointed June 27, 1913, by the Minister of Labour under the "Industrial Disputes Act, 1907," to endeavour to conciliate the British Columbia Electric Railway Company and its employees concerning differences in dispute *re* the men's application for increased wages and conditions of employment.

1. After the patient effort exerted during the last five weeks to attain an amicable settlement, it is disappointing to find that it is my duty to write this minority report, caused by the lack of more adequate consideration by my two colleagues of the need for increasing wages to meet the greatly increased cost of living the employees have had to bear since their wages scales were fixed by the three years' agreement dated July 1, 1910.

Necessity for Minority Report.

That is the more regrettable after we had mutually agreed upon the entire 137 clauses comprised in the "Working Conditions," and practically agreed in principle upon three out of five clauses to govern wages, also three out of the nine wage scales embodied in the wages schedule as fixed by the majority in less than half the time, I was conscientiously impelled to utilize in considering the evidence and documents submitted before the minority schedule could be reasonably drafted, although I had the advantage of nearly thirty years' experience of such work.

2. The inadequate consideration disclosed in that "Majority of One's Wages Schedule" is evidenced by the omission of any provision for either sundry employees provided for in the old agreement or the numerous men since employed in new departments; and also by the last scale the majority report submits suggesting rates for metermen as:—

	1st year.	2nd year.	3rd year.
Majority scale	30 cents.	32 cents.	34c. per hr.
Whereas the Company now pay	30 cents.	35 cents.	40c. per hr.
Whilst I submit as fair to meet increased and increasing cost of living	32 cents.	37 cents.	42c. per hr.

The reasons why that majority would reduce future entering 3rd year metermen 6 cents per hour less than the company were willing to give, and would reduce wages payable to future entrants to some other grades of work, may possibly be discoverable in the copies of the report of reasons the majority have posted to the Minister of Labour at Ottawa for return to the company and association here two weeks hence,—although the Minister of Labour had wired authority for the chairman to deliver copies of the report direct to both parties to save much valuable time to all concerned, and enable the company and its employees to carefully consider both the majority and minority reports, before rushing to any premature decision, by ballot or otherwise, tending to precipitate action which might widen the breach between both parties.

Delay of Two Weeks by Majority Report's Circuit to Ottawa.

3. I am unable to find any satisfactory reason why the majority report should not have been reasonably discussed and prepared in the presence of all three members of the Board as was done for the majority's wages schedule, or still less why a copy thereof should not have been given to the minority, when specially asked for in order that the majority's point of view might be appreciated if right, or if wrong rectified by the issuance of the minority report before either side could take advantage of any discrepancy.

Some of the men naturally infer that the two weeks' delay thus caused by the circumlocution of the majority's report may serve the twofold purpose of delaying any strike until after the Vancouver Fair is held, and enabling the company to prepare more completely for any conflict, but both my colleagues, together with the company's chief officers and the committee of the employees,

are unmistakably aware of the fact that I have consistently advocated a far better and more permanent remedy than strikes, with greater regard for public welfare, as later explained herein.

To help all concerned to understand the issues involved in this dispute, it seems advisable to record the purpose of this Board, some of the causes that led to present differences, and the magnitude of the interests involved, before dealing with the questions in dispute and submitting suggestions for their solution.

4. So far as I have been able to understand the purpose of our appointment as set forth in the Act, it is to avert a strike, if possible, by patiently hearing both sides, fairly considering the evidence and then by refraining from hurried conclusions and untoward delays, prove to both parties that we are doing all in our power to heal or bridge the breach between the company and its employees.

The frank admission of both sides proves that during the twelve years ended June 30, 1910, they unitedly won the worthy distinction of having, more successfully than any similar organization on this continent, amicably and completely settled the readjustments of wages necessitated during the rapid and continuous development of both the capital and labour concerned. Those highly satisfactory relations were attained by mutual negotiations made between the company's general managers and the local committees of the employees' association, who together should be encouraged to meet each other half way, because they had till 1910 so advantageously developed efficiency and good-will which always resulted in mutual prosperity, through which the company adequately reaped increasingly assured dividends.

Settlement Easy by Local Representatives of Both Sides if Company Reasonable.

5. That was the most useful evidence given to the Board, and convinces me that lasting solutions of present and future difficulties can best be secured by maintaining those representative authorities reasonably free to settle these British Columbian problems; they understand more practically than either non-resident directors or the chief officials of the continental-wide union, located in Detroit, U.S.A., (both living thousands of miles away) or this Board of Conciliation can hope to do in the limited time available, provided always that when they fail to agree they shall refer the subject in dispute to an umpire or Board of Arbitration mutually selected, or, failing that, selected by the President of the British Columbia University from men experienced in industrial disputes and their economic effects upon public welfare.

6. The weakness of this Board is that it has no power to decide anything, whereas if the company would agree, as the men would do, to arbitrate the wage difference of 3 cents per hour, or even divide that difference for a year, a settlement could certainly be effected within five days.

The well-recognized ability and fairness of the general manager is manifest by the authority given him by the company, and the fact that during the months this dispute has been maturing, not a single detractive word has reached me from any of the hundreds of employees I have met, but, on the contrary, they have expressed confidence that so long as they could be assured that he had freedom to do right, they could rely upon getting justice from him, because his past decisions had been fair, whenever they were permitted to lay their cases before him personally.

7. Similarly the Board of Conciliation were unanimously convinced of the ability and fairness of the local president of the Employees' Association and his henchmen, who rightly hold that the men's capital employed as personal energy is as essential to the success of the company as is the electrical energy, machinery, cars, etc., purchased by the shareholders' outlay. They differ mainly in that whereas the company's heaviest outlays on construction (such as the Coquitlam Dam and Chilliwack Lines) frequently need millions of dollars' worth of capital to lay unproductive through long periods, during which developments the dividends and bonus earned have to be more thinly spread over the whole capital raised; whilst on the contrary the men's capital in vital energy, and thus decreasing life, is spent for the company in advance of wages earned, during which time the company acquire their profit thereon.

Bonus System Abolished.

8. Until June 30, 1910, the company's bonus scheme to encourage permanent service was in operation. That disbursed an agreed share of the profits beyond a standard rate of about four and a half per cent. earned on the gross capital, to those employees who had served between July 1 of the preceding year and December 31 of the current bonus year.

The amount of that bonus varied, but approximated $50.00 per year, or practically 2 cents per hour for the time worked by motormen and conductors who constituted the majority of the men and form the crux of the controversy.

Unfortunately there were some confusing anomalies connected with it, such as men receiving the same for bonus whether they worked the 18 months or 12 months only, whilst others lost it through being laid off when work was short. More contrasted the basis of average earned on gross capital with the better basis of the higher dividends paid on the deferred capital stock and on finding the bonus reduced became dissatisfied, during the early months of 1910, whilst the then ensuing three years' agreement was being considered, and they were unaware of the dormant capital cause depleting their bonus, as indicated in the middle of clause 7.

9. The rapid extension of the Fraser Valley, interurban and numerous city lines had then attracted to the service the greatest proportion of young men whose service was too short to enable them to participate in the bonus. They felt that it was held back too long, and were being tempted by real estate touts with the alluring profits they might expect from currently paying $5.00 or more per month on townsite lots, if they could by abolishing the bonus system get the extra dollars to invest monthly.

Others, inclined to leave the service, urged their companions to ask for monthly increase of wages in lieu of bonus, but I am informed that the committee of the employees' association were not authorized to give the bonus up, as the older servants favoured its retention, though short-service men constituted the majority.

The negotiations resulted in the three years' agreement giving about three and a half cents per hour increase, after which the company withdrew the bonus so many had expected would be continued. The men at first, elated by the apparent three and a half cents increase, were jarred by more than half being thus taken back by withdrawal of the bonus equivalent to two cents per hour, and became aggrieved when they later realized that more than the balance of the increase was being drawn from them by the increasing cost of living.

10. The first and local result of that withdrawal of the bonus system, with its contingent pension scheme, was a rift in the cordial relations which had thus far existed between the company and its employees.

Apparent Consequent Alteration of Company's Policy to Men.

That apparently caused the company to alter in part its management policy toward some departments subsequently placed under the control of certain managers ill-advisedly imported from the United States, whose arbitrary methods were so far resented by the men here who were accustomed to the better British supervision, that the company, by experience, found out their mistake and acknowledged their error by returning those officials to their native states.

11. I suggest for the consideration of the more level-headed leaders of the employees that possibly they may similarly gain more by acknowledging the error of the younger men in seeking to reject the bonus, instead of striving to remedy its defective basis, as indicated in clause 8. They may thereby open the way for a settlement that will be mutually satisfactory and permanent.

Reactionary Effect Upon U. S. A. Companies and Men.

12. Those young men did not know that the most powerful effect of that transfer of two cents per hour from their bonus cheques to their current wages cheques, which made such little difference to them directly, exerted indirectly an immensely greater reactionary leverage against them through antagonizing the managers of wealthy electric railway companies throughout the United States, who quickly realized that the increases between the B. C. Minimum of 20 cents raised to 22 cents, and the maximum of 31½ cents then raised to 35 cents, were almost sure to ultimately lead to their employees demanding similar increases, which would necessitate much more serious depletions from their dividends earned from more steadily expanding United States communities than the B. C. Electric Company can possibly experience from their rapidly increasing profits developing through the unrivalled increase of population yearly settling within profitable districts served by the company.

13. That greatest opposing force thus brought into tacit alliance with the company—as evidenced by Mr. Sinclair's able cross-examination of the Portland Electric Railway Company's manager, after giving evidence for the B. C. Electric Company—was never expected by the less experienced men who might have avoided arousing that great opposing combination and causing change in the company's policy, if they had astutely advocated a maximum of 33 cents, which, with the bonus rightly developed, would have yielded them more without antagonizing the opposition they now have to contend against, as the 33 cents, when listed before the United Associated of Managers, would have looked moderate, and the two cents per hour bonus regarded as helping to meet increasing cost of living.

Short-Service Men Paid Too Little Upset Bonus Hastily.

14. The most far-reaching result of that ill-timed action on the part of the short-service men, which no one then seems to have foreseen, now appears in what appeals to me as the real cause of the threatened strike, because it raised the maximum rate from 31½ to 35 cents per hour, thus placing the B. C. Electric Company in advance of the great majority of American electric street car companies, whose managers began to realize that the successive rates of increase in motormen and conductors and other employees' wages developed southwards and eastwards from the Northwest.

15. But, unhappily for their employees (and worst of all for the employees of the B. C. Electric Company), the American street car managers collectively

failed to perceive the misleading conditions most rampant in British Columbia, forming the mainspring by which those consequently inevitable increments of wages are primarily forced up by "speculation" in "land and lots" seductively termed "real estate," concerning which Mr. Horne-Payne, chairman of the company, when explaining that the debenture holders only received about four and a quarter per cent. interest, made the following significant remarks at the shareholders' annual meeting on December 10, 1912:—

16. "I think that none of the Vancouver gentlemen, whose property has doubled and trebled in value during the last few years, largely through the enterprise of your company, or of those who are lending their money on mortgage at from 6 to 8 per cent., will again say that our profits (of 8 per cent. dividend on capital stock) are too high. *The fact is that you are entitled to receive a higher return on your money than you have in the past, and I think that in due course, as conditions in British Columbia become more settled, you will receive it.*"

Real Cause of Dispute is Directors Striving for Higher Dividends, Whilst Employees are Being Burdened by the Increasing Cost of Living.

17. That apparently means that the London directors are bent upon drawing higher dividends, even though the increased cost of living, as herein proved later, is inflicting accumulating burdens upon the fine assemblage of men now doing the bulk of the work, and undertaking the personal risks involved in earning those highly satisfactory and higher promising dividends.

Under the rapidly changing conditions so variently affecting the relations of capital and labour in British Columbia, where they require more years of local "inside" experience to gauge than visiting directors can spend months in acquiring, it is scarcely practicable for them, however earnest, to become thoroughly acquainted with the economic conditions forcing their employees to press for a reasonable increase in wages, nor yet can they reliably gauge the vast continental-wide effect of Mr. Horne-Payne's well-meant declaration to shareholders as per clause 16. That acquired a doubled and not intended force by circulation throughout the offices of American electric railways where higher dividends were sought, whilst the living conditions of their employees were being hardened by the growing cost of living.

18. Here I would emphasize the further result in forcing the union men throughout the United States and Canada to unitedly organize to defend themselves against unfair pressure and obtain recompense in wages to meet the growing cost of family life.

Both those opposing forces are most strongly entrenched in the United States, where the increasing straining of relations indicates that this continental wide issue between electric car company and employees should be fought, and not be foisted upon the British Electric Railway Company and its employees, whose mutual relations were much more satisfactory, until recent removable causes led to this temporary strain, we should strive to relieve, to benefit both parties, conserve public convenience, and British property.

There appears to be a growing impression amongst the wiser leaders that our astute American cousins would rather get British Columbians to fight out for them the issues developed by American methods, as instanced in the bitter conflict now being waged through the coal strike on Vancouver Island, whilst American coal companies and miners across the boundary are gaining extra profits and extra wages thereby, at the expense of British Columbians.

Magnitude of the Dispute.

19. Without estimating the most serious magnitude of the American forces backing the company and the employees' union respectively, we may form a reliable conception of the interests directly at stake in British Columbia from these further excerpts from Mr. Horne-Payne's Dec. 10 speech:—

"Capital expended, $34,976,990; interest and dividends, $1,457,190; over $14,000,000 of debentures, yield four and a quarter per cent.; *deferred stock 8 per cent.* The total number of employees on the company's payroll at June 30, 1912, was 5,660, and the estimated number of employees paid through contractors 2,500, making a total of 8,160 employees.

"Assuming an average number of persons dependent on each wage-earner as two, we have a total number of persons maintained by the British Columbia Electric Railway Company of 24,480, or 11 per cent. of the total population served by the company.

"We foresaw great prosperity, but could not foresee that our business was going to increase 50 per cent. in six months. We believe that the success of the company is absolutely assured for many years to come."

Company Have Not Claimed That They Cannot Pay a Reasonable Increase.

20. Here needs to be recorded the fact that throughout the investigation the company's advocates carefully refrained from tendering the untenable plea that this company with its success "absolutely assured for many years to come," could not afford to pay reasonably increased wages to meet the accruing cost of living.

The following official figures demonstrating the amounts of excess paid by the company to the City of Vancouver on one fixed percentage basis of its earnings during the last three years, evidences the company's ability to pay, although the temporary financial stringency kept the 1913 amount down, it still proves 15 per cent increase:—

	1911.	1912.	1913.
Year ended June 30	$56,365	$74,271	$85,346

The 1913 amount proves 15 per cent. increase in business over 1912 despite the "temporary financial stringency" then prevailing, as both the Minister of Labour and president of the Canadian Pacific Railway aptly describe it.

21. The before-mentioned factors developed some difficulties between the company and its wage-earners, and became accentuated by further difficulties with which both parties were confronted through the extraordinary combination of speculators taking advantage of the company's phenomenal expansion, to which chairman Horne-Payne referred, as per clauses 16 and 19, when both the capital outlay and business profits increased about 150 per cent. during the three years covered by the 1910 agreement.

Burden of the Increasing Cost of Living.

22. Unfortunately for the employees, those difficulties were increasingly felt as each year the burden of the *increasing cost of living grew heavier from those speculative causes, for which neither the company nor its employees were responsible.* But as both these parties to the dispute based their respective cases on the corresponding wages and cost of living in comparative Canadian and U. S. A. cities, this evidence needs most attentive sifting because any just solution depends upon it being rightly applied.

SESSIONAL PAPER No. 36a

The burdensome nature of that accumulating tax loaded upon the company's purchases and the wages of the employees by speculators may be readily understood from the exorbitant prices the company had to pay for land and increases for stores. The extra burden inflicted upon the employees can be gauged by the enclosed "Comparative Statement" showing the standard weekly expenditure for a typical family of five on food, fuel, lighting and rentals in the average of Canada's fifty-four cities having populations exceeding 10,000, and nine representative Canadian cities, served by similar electric railway companies during the years 1910 and 1913, based upon the Department of Labour's statistics as recorded on pages 214 to 226 of the "Wholesale and Retail Prices, Canada, 1912," which I have worked out to demonstrate this greatest cause of the present wages dispute, because it is impossible for this Board or any group of investigators to intelligently assimilate the mass of data evidenced before us hereon, until thus completely worked up into understandable form, measurable on this standard weekly basis.

23. The results of those computations are concisely recorded below because the company profits and the employees live in and around these three cities:—

Family of 5 persons.	Westminster.	Vancouver.	Victoria.	Triple total for 3 cities
1912, cost per week	$17.01	$17.94	$18.04	$52.99
1910 " "	14.68	15.63	15.39	45.70
Increase in 2 years	$ 2.33	$ 2.31	$ 2.65	$ 7.29
Increase per cent	16	15	17	16

The average increased cost during these two years is thus proved (on this authentic basis of figures scrutinized by the Dominion Government's experts) to be 16 per cent.

24. The corresponding average costs for the whole of Canada's fifty-four cities and the nine representative Canadian cities averaged in triple groups are appended for the double purpose of comparison, and the reduction of possible minor discrepancies or variations in such commodities as potatoes differently marketed in the three cities whose triple totals divided by three yield these reliable averages:—

Family of 5 per week	Canada's 54 cities	EAST. Halifax Montreal Toronto.	PRAIRIES. Winnipeg Regina Edmonton.	B.C. COAST. Westminster Vancouver Victoria.
Average cost 1912	$13.64	$13.44	$18.48	$17.66
" " 1910	12.24	12.23	15.92	15.23
Increase	1.40	1.21	2.56	2.43
Increase per cent	11	10	16	16

N.B.—The 16 per cent. average increase in British Columbia coast cities is derived as per clause 23, which emphatically confirms the same 16 per cent.

average for the three Prairie cities. The 5 per cent. higher average cost in the three capitals of the Prairie Provinces is accounted for by heavier charges for rent and fuel.

25. The increases between 1910 and 1912 are analyzed and percentaged below to locate the forces engineering higher costs, which force these recurring industrial disputes upon us:—

Increases in total.	Canada.	3 Eastern cities.	3 Prairie cities.	3 B. C. cities.
	$1.40	$1.21	$2.56	$2.43
Food	.66 47%	.67 55%	.76 30%	.68 28%
Fuel, light	.18 13%	.06 5%	.11 4%	.15 6%
Rent	.56 40%	.48 40%	1.69 66%	1.60 66%

The significant fact these figures demonstrate is that 66% of the increase in the cost of living during the last two years is caused by speculation in real estate values, thus forcing up rents in the same ratio in the three British Columbia cities as in the three prairie cities, where vast expanses of level land ready cleared by nature should have kept rents lowest. But the telling fact is that the rents for houses suitable for electric railway employees have, with like rents in British Columbia, increased thrice faster than the fifty-six cent weekly average for all the fifty-four Canadian cities. The extortionate increase of rents forced in Vancouver during the last three years is established beyond dispute. Page 225 of the Dominion Goods Retail Prices conclusively proves that Victoria rents increased 33 per cent. and Westminster 35 per cent.

Cost of Living Less in U. S. A. Coast Cities.

26. As the company insistently urged that the standards for both wages and cost of living in Vancouver, Victoria and Westminster should be based upon the comparative standards existing in Seattle, San Francisco and Portland, I was requested by the representative committee of the employees with the concurrence of the chairman of the Board, and full knowledge of the company and the company's representative on the Board, to ascertain the corresponding cost of living in those three U. S. A. cities.

27. Being unable to locate any reliable information at U. S. A. consulates or libraries in British Columbia, I went to Seattle University Library (during two days my two colleagues on the Board were engaged in their legal duties) and found that the necessary information back to 1910 would have to be got from the U. S. A. Government's Bureau of Labour in Washington, D.C., and would require nearly a month to obtain, and then would evidence for food costs only as the statistics then published did not include the vital items for fuel and rent, which account for 72 per cent. of the two years' average increase in Vancouver, Victoria and Westminster combined.

28. Further, I found from the U. S. Department of Labour's Statistics of Retail Prices, 1891 to 1912, page 35, that the increasing cost of food between 1910 and 1912 had been only 40 cents per week in the Seattle, Portland, San Francisco zone, whereas the Dominion Government's figures prove an increase

of 68 cents per week, showing a ratio of 70 per cent. more increase, caused by food combining operators in Vancouver, Victoria and Westminster.

29. But the most important fact was disclosed in the extraordinary reduction in rents, which, for corresponding houses in Seattle, fell about 40%, from about $25.00 to $15.00 per month during the two years, whilst the very opposite occurred in our three British Columbia cities, where the corresponding rents for six-roomed houses were forced up from the average of $20.62 to $26.17—an increase of 27%.

The foregoing, with other evidences confirmed by the most reliable authorities there, will convince any impartial investigator that the cost of living for the Seattle Electric Railway employees is approximately from 25 to 30 per cent. less than in Vancouver.

Vancouver Rents Halted.

30. Strong efforts were made by the company to induce the Board to believe that the rents in Vancouver had recently been reduced about 25 per cent., but when their witness, to support that statement, was put under oath and cross-examined, he reluctantly, but conclusively, admitted that the company for whom he was manager had not reduced the rents to any of their old tenants, but where houses became vacant their clients were willing to take less rentals for a time, evidently believing that soon after the approaching opening of the Canadian Northern Railway and Panama Canal their position will be strengthened to re-advance the rentals at the first opportunity.

31. But obviously that contention burkes the most serious danger the employees have to meet under present speculative conditions, in the risk of losing their homes and money by the exorbitant prices demanded for city lots upon which to build their homes, because slackness of work, bringing inability to pay, may lose the lot, and they realize that what they three years ago gained in increased wages has been absorbed by increases in rent, etc. Further, they deplore the fact that in many cases their cherished savings earned prior to 1919 have been largely depleted by the excessive prices they have had to pay for lots, the higher rates forced upon them for interst on mortgages and heavier municipal taxes—for which extra costs the company partly failed to provide sufficient wages.

Wages Insufficient to Support Family Life.

32. The employees put in a schedule of the cost of living they needed, supported by numerous signed statements from grocers and other tradesmen, and the company deluged the Board with off-setting statements from tradespeople they found willing to declare lower figures, till each member of the Board had armsful of statistics no human mind could digest in that crude form; hence the preparation of Exhibit A was needed to sift down. The facts may be concisely stated thus: 1st, on a weekly basis and thence for monthly comparison based upon the averages for Vancouver, Victoria and Westminster:—

For Family of 5.	Year 1910	1912	Increase.	Percentage.
Food	$ 8.18	$ 8.86	$ 0.68	8
Fuel and light	1.91	2.05	0.14	8
Rent for 6 roomed house	5.15	6.75	1.60	31
	$15.24	$17.66	$ 2.42	16
Cost per month of 4.33 weeks	$65.98	$76.48	$10.50	16

But please note that an average wage of only $69.25 is paid to motormen and conductors, according to the British Columbia Electric Company's own carefully prepared figures.

33. Further, please note that to earn sufficient to keep their families, these men have to work seven days per week, which is neither just to their families, British Columbia, nor Canada,—now needing strong children to be here born to develop into stalwart citizens reared under British Columbia conditions, to support public welfare, including this company, to whom such highly valuable franchises have been granted.

If the wives of these men, whilst maturing children, or children growing up, are impoverished, they will have to be maintained as defectives, at our expense in British Columbia asylums and old peoples' homes, already overcrowded; therefore, this Board, in the interests of the public, should advise all concerned to provide for adequate wages, which should be paid before any further attempt is made to increase the present handsome dividend of 8 per cent. for this excellent security evidenced by clause 16.

Six Day Week Should be Enforced by Legislation.

34. The danger of allowing these men to exhaust their energies by working consecutive weeks, including Sundays, without systematic relief one day in every seven, and too long hours, is so obviously unjust that the risk to all people constantly using the cars should cause them to seek legislative protection unless the company voluntarily decides to enforce the "six-day swing system" to give these men a weekly rest, because their duties are of a nerve-straining nature and involve personal risks.

35. I respectfully submit that the two majority members of this Board struck out that needed safeguard without adequate cause or due consideration. I consider that they gave too much heed to the frequent holidays taken by the younger men, naturally bent upon enjoying life, whilst my colleagues did not realize how the worthier men who are nobly performing the highest duties of citizenship in family life are compelled by too low wages to work too long hours and seven days per week to provide for their families and safeguard their homes. The operation of the six day swing system would help to remedy the inadequate wages of the "extra-men" for whom we unitedly recommended the $10.00 per week minimum. They would relieve for those seventh day rests.

Majority Thought Costs Too High.

36. The two majority members thought "Exhibit A" costs too high in some respects, and I agreed with them so far as potatoes and part excess of

meat was concerned. For those I had already made due allowance in my proposed basis of wages adjustment. Potatoes in 1912 were abnormally high.

But my colleagues could not devote time to go further into the complexities of the factors increasing cost of living, otherwise they would have conceded more. It is, however, useless for anyone to attempt to refute or criticize effectively such inexorable evidence as the following authentic costs published by the U. S. A. Government after investigating the average expenditures of 2,567 families, maintaining 13,643 persons, *vide* page 648 of the Eighteenth Report of the U. S. A. Commission of Labour.

37. Beyond the cost of food, fuel and light, rent provided for in Exhibit A, are the following, which amount to more than double the allowance a reasonable criticism can deduce for any excess in Exhibit A's last column:—

	Cents per week.
Clothing for husband	61.7
Clothing for wife	50.00
Clothing for children	92.3
Insurance (Life)	37.3
Organization, labour and others	17.4
Religious purposes and charities	19.2
Furniture and utensils	50.5
Newspapers and books	16.0
Amusements and vacations	23.6
Sickness and death provision	39.4
Medical attendance, dentistry and sundry other costs	86.6

weeks

$4.97 x 4.33 = $21.52 per month

More than the Dominion Government's figures show per Exhibit A.

It is hoped that one result of this Board's work will be to secure more reliable data concerning the cost of living problem as a whole for Canada.

Why Could Not Accord With Chairman's Decision.

38. Knowing how surely this burden of heavier cost of living was bearing down the employees, especially those who have families, it was not possible for me to agree with the chairman's suggestion that we should merely suggest advances during the first six months to 27 cents per hour, when the increased cost was accumulating heaviest upon these older married servants for whom the maximum of 35 cents should be raised to 38 cents per hour and the intervening rates increased 3 cents per hour as below.

The initial 27 cents is simply what the company offered the men before the Board of Conciliation was formed. It would operate to benefit only the recent and future beginners for six months at the most.

Under that restriction the men who have borne the brunt of the accumulated cost since 1910 are left unrelieved by the company, who should not attempt to keep down wages below a fair family standard scale.

39. It was the short-service men who get the benefit when the bonus was replaced by part cash in 1910, and if they alone get this double advantage it will operate as a dangerous incentive to make the others strike, because that 27 cents will be held out to induce strike-breakers to come in.

The increased cost has burdened all men throughout the scale the company contracted to pay them in 1910 when the cost of living was about 20 per cent. less as thus derived.

Basis of Minority Scale.

40. The 16 per cent. increase between 1910 and 1912 is for only two of the three agreement years the cost has been increasing, so if the third year's increase was similar that would reach 24 per cent., but after allowing 4 per cent. for excess on potatoes, etc., I have halved the 20 and used 10 per cent. increase as the basis derived from Dominion Government's figures worked out in the only form they can be publicly understood. Surely half that 20 per cent. increase is as reasonable a basis as can be deduced, after taking into consideration the corresponding wages now paid by similar companies in corresponding cities.

Higher Wages in the Prairie Provinces.

The right wages to pay should not be affected by whether the men are employed by a company or municipality. The following nearest Canadian employees' wages seem better guides than U. S. A. cities:—

Calgary	28 to 38 cents.
Edmonton	27 and a half to 37 and a half cents.
Moose Jaw	28 to 35 cents.
Regina	27 and a half to 37 and a half cents.
Saskatoon	28 to 37 and a half.

Trainmen.

41. In order that all concerned may compare the rates now paid per hour with the corresponding rates suggested in the majority and minority reports, I have tabulated all in the comparative form below for trainmen working on city lines whose wages I respectfully submit must form the basis for the wages payable to men similarly employed upon the interurban (Districts 1, 2 and 4) who now receive 1½ cents per hour more than city trainmen, whilst further men employed in similar capacities on the Fraser Valley and Saanich Rural Railways receive four (4) cents per hour more than interurban men, totalling 5½ cents ore per hour, up to the end of the third (3rd) year, than trainmen operating city lines.

42. To clear the controversy from two of its most confusing factors, I record the fact that both the majority and minority reports maintain that beyond these rates for trainmen on city lines, both the 1½ cents per hour extra for interurban men and the 5½ cents per hour extra for the Fraser Valley trainmen shall continue.

43. Therefore, the difference at issue concerning each and all of the trainmen employed by the company can be readily compared and computed by means of the following comparative schedules which affect about 1,200 employees, forming more than 63 per cent. of the 1,900 members of the association concerned in this dispute. Consequently the solution of the main issue to avert a strike largely depends upon the ability of Board of Conciliation to bring the opposing parties to accept some scale between the rates compared in the last two columns:—

44. *Motormen and Conductors on City Lines.*

PERIOD.	Old Rate	AWARDED BY	
		Majority.	Minority.
	1st 3.22c.		
1st 6 months	2nd 3.25c.	27c.	27c.
2nd 6 months	27c.	27c	30c.
2nd year	29c.	29c.	32c.
3rd year	31c.	31c	34c.
4th year	33c.	33c.	36c.
5th year and after	35c.	35c.	38c.

N.B.—The difference between the scales proposed by the majority and the minority reports of the Board is that three (3) cents per hour more should be given after six months' service throughout the scale.

45. For brakesmen, trolleymen and baggagemen, I suggest increases on majority's scale: 1st year, one and a half cents; 2nd year, 2 cents; 3rd year and 4th year, two and a half; 5th year and after, three and a half cents.

Barn and Shop Men.

For car cleaners, brush hands and freight car repairers' helpers, I add one cent per hour to majority car cleaners' scale. Also 1 cent added to motor car repairers' scale, and applied to freight car repairers and mechanics' helpers.

46. The car builders in car shops being a superior selection of men to the general repair men employed by the Canadian Pacific Railway, I add 4 cents for painters and carpenters kept too low, also 2 cents per hour to blacksmiths and machinists, together with a proviso that they shall be paid those wages when doing outside maintenance work.

For apprentices, armature winders, freight department and maintenance-of-way men, I agree with the majority scales.

But for greasemen, suggest $60.00, $65.00 and $70.00 for 1st, 2nd and 3rd years.

Grades Excluded by Majority.

47. The fact that when the association was formed, the company desired the men of all grades to join, and that rule 34 of the existing agreement recorded that "the company prefers that employees affected by this agreement should become members of the association in order that all questions and grievances may be dealt with by one head," led to several new grades of men joining since that agreement three years ago, but now that they wish to be considered for increase of wages, the company refuse to consider them as applicable under the proposed agreement.

The Board were unanimously of opinion that the application coming from foremen and higher officials should be dealt with direct by the company. Further, the majority subscribed that none of the other rank and file men should be admitted under the proposed agreement until the company arbitrarily decided to admit them.

That practically meant the company forcing out many of the present members of the association, leaving them and future new grade employees of this most

rapidly expanding company without collective power of bargaining, which formed the basis of the old and present agreements.

Minority Reports That All Men Under Foremen Should be Included.

48. The minority reports that these men have a just right to such mutual protection and should be sustained in membership.

That is all the more necessary now that employees have become too numerous for personal acquaintance with the managers.

There was not sufficient evidence given to enable anyone to fairly fix scales of wages for such as the gravel pit, power shovel and steam plant men, but I submit that as the Intercolonial Railway last month admitted its ordinary clerks under similar conditions and clerks have collective protection on other railways, some such scales as the following should be included:—

General clerks, per month, from $60 to $85 within 4 years.
Car and switch clerks, per month, from $70 to $95 within 4 years.
Billing and rate clerks, per month, from $70 to $100 within 4 years.

For teamsters this scale is submitted:—

One hour wagoners	29 cents per hour.
Short order wagoners	33 cents per hours.
Freight and heavy wagoners	35 cents per hour.

Other Recommendations.

49. Clauses in the minority wages schedule prescribe that the following should be provided for in the next new agreement:—

(*a*) When ten or more men in the ranks of new grades have worked more than six consecutive months, they shall be entitled to organize and through the association negotiate for suitable wages.

(*b*) No reduction of wages shall be allowed by reason of the Board's schedules for any present employee.

(*c*) Where the existing agreement prescribed scales of increases, those increments shall continue to present employees.

(*d*) Where the Board's schedules prescribe advances they shall be payable at the next payday with the amount of such increases added as from July 1, 1913.

(*e*) The wages schedule and working conditions to be binding upon the company and its employees for at least one year.

50. Unfortunately I was not privileged to know the contents of the majority report until it was published by the press during the last hour of drafting this minority report, hence the following brief comments thereon:—

Defective Shortcomings in Majority's Report.

Their astonishing statement that the British Columbia Electric Railway Company is only "paying 4½ per cent. on its common stock" is refuted by the fact that they are paying 8 per cent. (*vide* section 16). They pay from 4 to 4½ per cent. "on debentures" as the Canadian Pacific Railway and other railways usually do, but the British Columbia Electric shareholders who control the company draw the high rate of 8 per cent. for their excellent security.

The majority's claim that they " have endeavoured in fixing their schedule of wages to make it such that a young man entering the employ of the company at twenty-one would by the time he is twenty-six or twenty-seven years of age be in a position to marry" by raising the minimum rate, cannot be sustained as that only affects the first half year's service, and even that minimum was offered by the company before; whilst present entrants are forced to bear about 20 per cent. increase in the cost of living.

51. The fact that the Canadian Pacific Railway Company has this month conceded 10 per cent. increase to its employees east of Port Arthur, and that the Intercolonial Railway has made like increase to both trainmen and clerks, added to the fact that the Pacific Electric Railway Company of Los Angeles has also granted increase of $5 to $10 per month, in my opinion proves the injustice of the majority requiring British Columbia Electric employees to sign up before the end of this month under the unjust penalty of forfeiting proposed advances, when the men have during the past two weeks been denied their rights to know the majority's reasons which the Minister of Labour by telegram authorized to be delivered when signed.

Insufficient Consideration.—Data Wanted.

52. The plain facts are that the consideration of the wages schedule was rushed without time to review and sift the evidence, and that reliable data was lacking for that vital part of our inquiry.

Throughout the sittings I pressed for statements comparing the carmen's wages paid during 1910 in Canada and U. S. A., in cities compared by the company, but that most essential information was never forthcoming. Similarly even the 1910 rates wages paid by the Canadian Pacific Railway in Vancouver were not disclosed—apparently because Canadian Pacific Railway men were advanced in 1911, and that would have proved reason for raising British Columbia Electric men.

53. The differences between the company and their employees, as measured between the majority and minority reports, are not sufficient to warrant the grave losses that would result from a strike of the magnitude and force the vast financial powers behind the company and employees would inflict.

Such differences should be settled promptly by mutual concession between the company and men's representatives, as if they met each other half way, the cost to the company would be relatively less than the loss and permanent harm a strike would inflict.

If they cannot agree, surely the differences should be arbitrated by British methods, and so leave the graver continental-wide controversy to be settled by the United States companies and men from whence the source of the controversy virtually arises.

54. After full consideration, I am convinced that if one hundredth part of the cash loss a strike would entail could be mutually devoted to quiet enquiry during the next few months into the factors developing this trouble, we can derive a permanent basis for settlement, not only of this, but future disputes that will be satisfactory to all concerned.

To accomplish that end I would (if desired) be prepared to devote at least three out of the four remaining months of this year to that work, which would be of lasting benefit to both parties and the public welfare. It would secure the yearly adjustment of wages up or down, as the cost of living varied, as has been so successfully maintained through many years by the Cleveland sliding scale.

55. These necessary advances cannot prudently be checked until permanent steps are taken to reduce the cost of living, which in a minor degree they tend to aggravate.

Five years' study of the cost of living problem now menacing British Columbia most, convinces me that it can be more quickly remedied here than in any other part of the world, if well directed measures are taken on the advice of experienced economists, who know that the permanent solution depends upon release of the land to cultivators by such means as have been so eminently successful in New Zealand and other parts of the Empire.

The quickest and most profitable way to accomplish that lasting benefit will be to get three of the most reliable experts appointed, say by the Provincial, Dominion and Imperial Governments (or the ablest land reformers) to investigate the essential facts, with full powers to report quickly suggesting the most suitable permanent remedies.

(Sgd.) Moses B. Cotsworth,
The Employees' Representative on the Board.

Vancouver, B.C., August 25, 1913.

WORKING CONDITIONS UNANIMOUSLY APPROVED BY BOARD.

Agreement entered into (in duplicate) this .... day of ...., one thousand nine hundred and thirteen, between British Columbia Electric Railway Company, Limited, hereinafter called "the company," and the Amalgamated Association of Street and Electric Railway Employees of America, representing the employees of said company affected by this agreement, hereinafter called "the association."

Witnesseth, that the following working arrangements shall take effect and be binding upon the parties hereto:—

General.—Applicable to All Employees.—Recognition of Association.

1. The company recognizes the employees' union or association and will not discriminate against any employee because of his connection with same. The company agrees that employees affected by this agreement should become members of the association in order that all questions and grievances may be dealt with by one head.

Interference by Association.

2. The association agrees that it will not in any way interfere with or limit the right of the company to discharge or discipline its employees for sufficient cause except for membership of the association.

Dismissal for Inefficiency.

3. The company shall have the absolute right to dismiss any employee for inefficiency provided an employee so dismissed shall have an appeal to the general manager whose decision shall be final. On the hearing of such appeal the employee shall have the right if he so desires to have present one official of the association.

Names Employees.—Advising Association.

4. The company shall forward the names of all men entering their employ affected by this agreement to the secretaries of the divisions.

Grievances.

5. Properly qualified officers of the association divisions shall be recognized by the company in discussing any grievances of any employee. Grievances will first be presented to the local manager, or superintendent, and if a satisfactory adjustment cannot be obtained an appeal be made to the general manager.

Any employee suspended for causes, and upon investigation not being proved guilty, shall be reinstated and paid for all time lost through such suspension. Investigation of charges in cases of suspension shall be held as soon as possible thereafter. The suspended employee shall be notified at least twenty-four (24) hours in advance when and where to attend, and also be notified of the nature of charges laid against him. He shall have the right to produce witnesses and evidence thereat, and also the privilege of having an officer of the association present if he so desires. Final decision in all cases of suspension shall be given as soon as possible after the hearing of charges is closed.

In the event of a decision given by the company under the foregoing section not being considered just and equitable by the association, the company agrees to refer same to a Board of Arbitration, which Board shall consist of one officer of the company and one officer of the association. These two shall select a third, and in the event of disagreement such umpire shall be appointed by a Judge of the Supreme Court, and the decision of the Board shall be final and binding on all parties. Each party shall bear the expenses of its own arbitrator and the expenses of the umpire shall be borne equally by the parties hereto.

6. In the event of an employee affected by this agreement being suspended by the association from membership of the association for just cause affecting his character or the performance of his duties towards the company or his fellow employees, the association shall have the right to report the fact of such suspension and the cause thereof to the company for such action as the company deems proper to take thereon, the association to have the right to be represented at the hearing. General manager to decide.

Leave of Absence.

7. Should the business of the division so increase that it becomes necessary to have a business agent, and an employee is appointed, then the company shall recognize the employee so appointed as such business agent, and he shall retain his seniority in the company's service and have access to the company's premises at all reasonable times.

8. Officers of the association shall be granted leave of absence on association business in so far as the regular operation of the service will permit, and shall be given precedence over any other applications for leave on the same day.

9. Any employee elected to office in the association which requires his absence from the company's employ shall retain his seniority rights, and shall upon his retirement from such office return to the company's employ.

Rules and Regulations.

10. All employees shall be governed by the rules and regulations established from time to time by the company, and shall also strictly observe all special orders bulletined or verbally conveyed by the officers of the company.

Complaints to be in Writing.

11. All complaints brought before the company must be in writing, and the papers shall be open to inspection.

Lost Property.

12. Employees who turn into office of the company lost articles found on the cars or on the company's property shall attach to same a tag provided for the purpose. The tag shall bear a brief description of the article, with the time and place of finding.

Promotion.

13. In accordance with the past policy of the company, promotion will, as far as possible, and having due regard to the needs of the service, be governed by seniority and efficiency, but in all matters of promotion and appointments the company reserves the right to absolute freedom in selection. When vacancies occur, notice of same will be given on the bulletin boards so that employees may make application for positions.

Holidays.

14. Monthly men shall be given ten days' holidays each year after one year's service, and shall be paid for same. Public holidays not included in the ten days.

Payment of Wages.

15. The company shall issue to all employees two days previous to payday a statement of time worked and pay which is due on payday, same statement to show all deductions that are to be made and serve as a receipt for same.

Concessions.

16. Any employee covered by this agreement will be entitled on becoming a consumer to gas concessions as hitherto, and to purchase electric light from the company for the use of himself and his family only, at four cents per kilowatt hour as measured by meter, and subject to such regulations for the use of same as the company may issue from time to time. The company to install meters and charge no rent for same.

Free transportation shall be granted to all employees at all times over all lines within the city or over the interurban district in which they are employed. All employees shall be granted one trip pass per month over district 3 and on Saanich lines (as far as possible) good at all times, and half fare settler's rates to families and members of families dependent on them unless this provision is contrary to law. Motormen and conductors' badges will cover transportation at all times over all lines.

Present Working Conditions.

17. Any present working condition not specifically mentioned in this agreement shall continue in force, if not contrary to the intention of this agreement. The wages, schedules, concessions and working arrangements contained in this agreement govern lines at present in operation and under construction, or lines that may be constructed during the life of this agreement.

CITY AND SUBURBAN LINES.

Motormen and Conductors.—Overtime.

18. When a man is compelled to work over schedule running time, time and a half will be allowed up to 12 midnight, and double time after 12 midnight until he is relieved from duty. (This to apply to men working day runs.)

Men working night runs, after finishing their run shall be allowed time and a half up to 2 a.m., and double time thereafter until relieved from duty.

19. Men working owl runs shall be allowed time and half after running time up to twelve (12) hours and double time after twelve (12) hours until relieved from duty.

Nine Hour Day.

20. Nine hours to constitute a day's work and shall be observed as far as operating conditions permit. When operating conditions necessitate a longer schedule time than nine hours and thirty minutes on some runs, no overtime is to be allowed for such additional thirty minutes, but beyond nine hours and thirty minutes overtime shall be paid.

Breaking in New Men.

21. The company shall pay extra to conductors and motormen for breaking in new men at the rate of 25 cents per day. Men breaking in new men shall have served at least one year in the service, and will be selected by the company in accordance with their efficiency.

Reporting Time.

22. When men are required to report ten minutes or more before taking their regular car they will be paid for such time.

Box Time.

23. Conductors shall be paid box time according to schedule running time from place where box is received to relief point, and from relief point to place where box is delivered up.

Uniforms.

24. Each regular conductor and motorman, if required by the company, shall wear uniform and cap while on duty, and the company shall provide such employee with one full uniform including cap each year. The cost of the

said uniform and cap to be in so far as contributions by the company are concerned based upon a fixed price that shall be agreed upon by the company and the association. The company's contribution shall be one-half of said fixed price.

Union scale of wages for making the uniforms will prevail.

In the event of any employee damaging or destroying his uniform in the execution of his duty, the company will make good the damage or supply free an extra uniform if the case warrants. Any employee who has been in the employ of the company for six months and has had a uniform for three months shall upon leaving the company's service not be required to pay more than one-half the cost of such uniform. Conductor's changers to be furnished by the company and to remain the property of the company.

This section shall also apply to interurban lines.

Minimum Age.

26. No new men shall be employed as conductors or motormen who are under the age of twenty-one years.

Extra List.

27. The company shall endeavour to maintain at all times an adequate and proper extra list, up to twenty per cent. of the regular men, if the obtaining of them is practicable. No motorman or conductor after finishing a run shall be required to do extra work if there are any competent men available, and the company will endeavour at all times to provide a sufficient number of extra men, so that any motorman or conductor will not be required to work over schedule running time.

Change Money.

28. All conductors on passenger runs shall be supplied with up to $30.00 change money according to the necessities of their run.

Work Trains and Line Cars.

29. All regular work trains shall be operated by a fully qualified crew, and each line car shall be operated by a fully qualified motorman. Such crews shall sign on a special sheet for a period of six months, from July 1 to December 31, and from January 1 to June 30. Provided, however, the company reserves the right to withdraw any car or cars referred to in this clause, whereupon the crews signed for any car so withdrawn shall be assigned to duty in their proper position in the passenger service and a new running sheet posted if necessary. And, further provided, that crews signed as above if not required for work train or line car service on any day, may be assigned to duty in the passenger service by the superintendent for the day or days said work train or line car is temporarily out of service. The company to put on a pilot when necessary on interurban lines. Superintendent to decide.

Limits of Day Run.

30. As far as practicable all day runs starting before seven a.m. shall finish not later than 6.30 p.m.

Temporary Change of Work.

31. Men compulsorily taken from their runs and put into temporary positions shall be paid the same rate as they would be paid on their respective runs, and shall not have their wages reduced owing to shortage of hours.

Running Sheets.

32. A new running sheet for Vancouver city and suburban cars, also for Victoria, New Westminster and North Vancouver, shall be posted every two months, and shall be signed up within five days of posting. Each new running sheet shall take effect on first day of the month. Provided, however, the company reserves the right to extend the time for bringing a new running schedule into effect if foggy weather or other exceptional conditions prevail.

If the company desires to change the running schedule at other than the fixed periods, crews shall be given seventy-two hours in which to sign up. Day men shall sign within thirty-six hours after posting of sheet, and night men within the following thirty-six hours.

Leave of Absence.

33. Leave of absence to motormen and conductors shall be granted by the traffic superintendent on application in so far as the proper operation and conduct of the service will permit. Men absent on account of sickness shall notify their superintendent when desirous of returning to duty not later than 1 o'clock p.m. of the preceding day, and shall be restored to the former run held by them when taken ill, unless there has been a change in the run list. Men on leave of absence shall be booked for their run without this requirement at expiration of leave, if leave is not more than seven days.

Limit of Night Runs.

34. No night runs to extend over a period of 13 hours.

Travelling Time.

35. Any motorman not signing up on regular running sheet shall be paid travelling time to and from any run where relief is made ten minutes or more from car barn.

Heating Front Vestibule.

36. The system of heating front vestibule to be as at present, unless the company decides to improve thereon.

Lavatories.

37. Lavatories shall be provided at the most suitable terminal of each line as far as practicable. Such lavatories shall be kept in a sanitary condition and be equipped with a serviceable lock and key.

Lockers.

38. Lockers to be provided where this arrangement is not already in effect as far as practicable.

DISTRICTS 1, 2, 3 AND 4, AND SAANICH DISTRICT.

39. Regular runs will be signed up as follows:—Passenger service 90 days, freight service six months. In the event of a trainman refusing to accept any particular run to which he is entitled he will lose his rights to the run until it again becomes vacant, or change of time table.

40. A regular man will hold rights entitling him to sign as per paragraph "39."

Applies to all Districts.

41. A road crew consists of not less than five men.

Asked for by District 3 and Saanich District.

42. Work train crews to consist of conductor, motorman, and at least one brakeman and trolleyman.

Asked for by District 3 and Saanich District.

43. Line car will be classed under work train basis. Line car crew consists of conductor and motorman.

All Districts.

44. Road crews in freight service will consist of conductor, motorman, two brakemen and trolleyman.

Asked for by District 3 and Saanich District.

45. Freight and work trains regularly set up, not less than twenty-six calendar working days to constitute a month at any service, and must be paid a proportionate rate for number of days held in service.

Asked for by District 3 and Saanich District.

46. Sundays.—Trainmen assigned to work train service will not be considered absent from duty from time work is through on Saturday night until usual starting time Monday morning, unless notified in writing before they are laid up on Saturday night that they will be required. If so notified and not used they will be paid five hours at work train rates. Trainmen will be allowed to go home for Sunday if train service will permit and will not interfere with the train service.

Asked for by Districts 1, 2 and 4.

47. A way freight, express or baggage motor crew consists of at least one motorman, one conductor and one brakeman.

Asked for by District 3 and Saanich District.

48. Milk trains will be classed under way freight rates. Minimum crews of milk trains consisting of more than one car to be at least two brakemen in

addition to conductor and motorman. This clause to apply to passenger trains handling milk.

Asked for by District 3 and Saanich District.

49. If the work on any way freight or milk train is unduly heavy, it will be lightened by employing additional men. Superintendent to decide.

PASSENGER SERVICE.

50. A passenger crew for one car consists of at least one motorman and one conductor.

Asked for by Districts 1 and 4.

51. A passenger crew for more than one car consists of at least one motorman, one conductor and one brakeman. The company to put on extra men when needed. Superintendent to decide.

Asked for by District 3 and Saanich District.

52. Passenger trains one to two cars, one brakeman in addition to conductor and motorman. All other passenger trains to be manned as safety and traffic demand. Superintendent to decide.

53. The term "trainman" means a man employed by the company exclusively for service as a conductor, motorman, brakeman or trolleyman, and shown on its lists and records as having been assigned to either the passenger service or the freight service, permanently as such.

54. Vancouver shall be known as the home terminal on district 2, while present conditions remain unchanged.

55. (*a*) When a man holding a regular passenger run is compelled to work over ten (10) hours, he will receive time and one-half up to sixteen (16) hours, and double time after sixteen (16) hours until relieved from duty.

(*b*) Men holding freight, work train, or extra runs if compelled to work over ten (10) hours shall receive time and one-half up to sixteen (16) hours, and double time after sixteen (16) hours until relieved from duty.

(*c*) All night men in district 1 hitherto paid two hours over and above day men to continue to receive that extra. Men entering such service in future to be paid on the general wage scale.

56. The rate of wages shall be based on a day's work of ten (10) hours.

(*a*) Fifteen minutes shall be allowed for reporting time for all service on districts 1, 2 and 4, also on Saanich district at present.

(*b*) When schedule runs do not consume ten (10) working hours except as herein otherwise provided, company reserves the right to assign crews holding such runs further duties as required to complete full day's work, it being provided, however, that such further duties shall be specified when runs are advertised. No freight work to be included. On district 3, thirty minutes shall be allowed for reporting for duty.

57. In the event of a trainman requiring relief, the company will furnish such relief so long as there are extra competent trainmen not working, and company will be advised at 4 p.m. of day previous such relief is required, in order to arrange such reliefs, except in cases of emergency.

Reliefs will be granted in the order in which applications are received; all things being equal regular men will have preference.

58. After sixteen (16) hours' duty a trainman may claim eight (8) hours' rest.

59. In so far as service demands, and working conditions will permit, all regular runs shall be completed within thirteen (13) hours of commencement of first shift.

In the event of a run not being completed within thirteen (13) hours, all such time over thirteen (13) hours shall be computed as working time at straight time, and shall be paid for as such.

If the operation of this rule entails necessary additional expense by the men of district 3 as compared with like necessary expenses incurred consequent upon lay-overs by men in districts 1, 2 and 4, the company shall reimburse such additional expense to the men concerned.

60. Extra trainmen called for duty which entails switching movements in and about any terminal yard, shop, station or other point on the system, shall receive pay for actual time on duty, provided they shall be allowed for any such duty not less than two (2) such full hours.

Extra trainmen called for duty involving road movements shall receive pay for actual time on duty, provided that allowance for such extra duty shall not be paid less than two (2) hours.

61. Extra men to be arranged as follows:—

(*a*) First in, first out, unless a run be known to be open for six days or longer, then senior spare men will be entitled to such run. If run around avoidably men will be allowed quarter of a day and stand first out. When the run is known to be open for thirty (30) days or longer regular men will take it if desired.

(*b*) If senior day man lays off for six days longer, senior night man will be entitled to take run, and if he does not desire it next senior night man will be entitled to take such run, and senior spare man will take night man's run.

Day work to be classed as any run ending at 6.30 o'clock.

Asked for by District 3 and Saanich District.

(*c*) Extra crews.—All extra men to be called at places of residence for duty if place of residence is within one mile from terminal. Extra board to be placed in the trainmaster's office.

62. Students whilst breaking in as trainmen shall be paid at least one dollar per day during probation, provided that they qualify within fourteen days.

Asked by Districts 1, 2 and 4.

63. All road crews in freight service shall sign up for runs as follows:—

A conductor in charge of train.
A motorman in charge of motor.
A rear brakeman.
A trolleyman.
A head brakeman, according to seniority.

64. Trainmen on duty shall be allowed time not to exceed thirty (30) minutes for meals, when detained from home terminal in any capacity, and shall be paid for time so consumed. Despatcher's permission must be obtained.

65. (*a*) When a train is being operated over any district other than that over which the crew operating the train is acquainted with the physical characteristics or running rules of such district, qualified trainman will be supplied as pilot. Pilots will be paid same rate as their seniority entitles them to as conductor.

(*b*) Where trains are operated over two or more districts or lines, such runs shall be pro-rated among such districts, on a mileage basis as deemed fair by the superintendent, who will hear claims of such districts in connection with such distribution. Trainmen of each district will be tendered the through runs assigned to such districts in accordance with seniority, and the judgment of said superintendent as to competence, as above set forth.

66. No employee not a qualified trainman shall be allowed to operate a train on any district, unless absolutely necessary.

67. Conductors shall be provided with fifteen dollars ($15.00) change money for passenger work.

68. Where trip reports detain conductors after day's work, they will be paid reasonable time for same.

69. Trainmen dead-heading will be paid actual time to and from home terminal.

70. Any motor or car required to couple to, or handle two or more cars on road service (other than passenger) shall be operated by full road crew.

71. When trainmen appear for duty and train is annulled they will be allowed two and one-half hours and stand first out. When train is annulled, conductor will be notified in writing.

72. A trainman taken from his regular run to other duty shall receive not less than the same compensation as on his regular run.

73. Runs shall be awarded to qualified trainmen in accordance with their seniority on the district on which they are employed.

74. Trainmen will be notified when time is not allowed as per time slips with reasons therefor, and shortages and omissions in pay will be paid by time card if requested by trainmen.

75. Trainmen's seniority shall commence from time application is accepted, and same shall be furnished to association if desired.

76. (*a*) Leave of absence to trainmen shall be granted by the superintendent or trainmaster on application in so far as the proper operation and conduct of the service will permit.

(*b*) Trainman after laying off shall report for duty at 2 p.m. the day before he desires to resume duty; otherwise shall not be entered on the board for his regular run.

(*c*) Trainmen sick or unfit for duty will register in proper book, and when they book O.K. for duty again they will take their regular run.

77. One brakeman on each train or car must be competent and have at least four (4) months' experience as such, and the same or other brakeman must be acquainted with the road. A conductor will not be required to take out a brakeman who is found to be incompetent more than one round trip unless his alleged incompetency on investigation is disproved.

78. Trainmen will not be compelled to handle "Bad Order" cars in train, draft gear of which is defective, and requires to be changed, further than to take care of perishable freight or live stock that may become disabled en route

to the first terminal. Under no circumstances will trainmen be compelled to handle cars behind van other than official cars.

79. Trainmen held off on company's business by order of the company's officials will be paid schedule rates for time lost, and will be reimbursed reasonable expenses when away from home.

Like rates and expenses shall be paid to trainmen when compelled to attend inquests or courts on subpoena requested or procured by the company's officers, the company to receive and retain any witness fees payable.

80. Night rates to apply as in the past, save as otherwise specified herein.

81. When a trainman is discharged, or resigns, he will as soon as practicable be paid and given a certificate stating the term of service and in what capacity he was employed, three days to be considered sufficient; if held longer, he will be paid ten (10) hours per day at the rate he was receiving.

82. In the event of a trainman signing up on freight or shunters becoming incapacitated through accident or sickness to work on freight service, he shall be allowed to exchange places with senior man, who has signed freight list, and the respective runs for length of sign up, subject to the approval of the company.

83. Regular crews after finishing their run will not be required to do extra work if there are extra men available.

The company will endeavour at all times to provide sufficient number of extra men so that regular men will not be required to do such extra work.

84. Seniority list of trainmen will be posted up every six months.

85. Unassigned crews in freight service will be run first in first out from terminal; when run-around they will be paid half day for each run-around and stand first out.

This refers to district 3 only.

86. It is not the intention of the company to adopt the plan of double-heading freight trains.

87. When vans are used, trainmen will not be compelled to abandon their vans between terminals. This refers to freight service only.

88. Freight and work trains will be supplied with van or other suitable car properly equipped.

This refers to district 3 only.

89. Manning of baggage cars will be made from the ranks of brakemen in their seniority.

90. Senior brakemen will be required to pass their examination for conductor in turn. Brakemen refusing their promotion to conductor or failing to qualify for same will in failing rate junior to the man who had qualified ahead of them. This clause will apply to trolleymen also.

Lay Away From Home Terminal.

91. Twelve (12) hours will be considered long enough to keep crews lying at terminals other than their home terminals, and the company will make every effort to prevent this time being exceeded.

92. At all points where company's ice houses are located, train crew will be allowed ice for their van.

93. For way freights beyond the reasonable capacity of the train crew to handle, the company shall furnish such necessary extra help and in such manner as the superintendent shall decide.

Switching Trains With Van Attached.

94. Switchmen must not switch trains with van attached.

SHOP AND BARN DEPARTMENTS.

Night Men.

95. All mechanics and mechanics' helpers in mechanical department to receive five cents per hour additional to regular rate received by those on regular day work.

All vacancies for day work to be recruited from night men as far as practicable, seniority and proficiency to govern. Superintendent to decide.

Overtime.

96. Painters, carpenters, machinists, blacksmiths, armature winders, car repairers and all other shop employees employed on day shift except car cleaners and those engaged on car maintenance work, to receive time and half after 5 p.m. and from 12 noon until 5 p.m. on Saturdays, and double time from 10 p.m. until 7 a.m. or longer if compulsorily employed, and after 5 p.m. Saturdays, also double time on Sundays and holidays. Extra duty involving overtime to be taken by employees in rotation as far as it may be convenient.

Holidays shall be as follows:—Sundays, New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day and Christmas Day. Provided, that the foregoing shall not debar the company from calling on any employee to work at any time, or times, to enable the company to operate any emergencies which may arise, and that any such employee called upon to work on Sunday or statutory holidays or for emergency night calls shall not be paid less than four hours and a half straight time. Notice of emergency calls to be given as early as possible.

Six Day Week.

97. Car maintenance men to work six days per week on night shifts at the discretion of the company, for nine hours per day at straight time. Any time worked in excess of the nine hours to be paid for at the rate of time and half for first five hours, and double time for any further period until relieved from duty. Double time also will be paid on the seventh day should an employee be required to work more than six days in the week. The company shall arrange for the day off per week to be taken at the time or times most convenient to the running of its business. As large a proportion as possible of the employees shall have their day off at week-ends, and provisions will be made that employees shall have their leave at week-ends in turns.

For the purpose of this clause the expression "car maintenance men" includes all mechanics and other employees except car cleaners, necessary in the car barns, who are engaged in those routine duties necessitated by the running of a car service.

Travelling Time.

98. Any man called to work in outside places from his own shop shall receive time for going to and coming from such places, also free transporta-

tion, except in the case of a man being transferred from one shop or barn to another for a period exceeding seven days.

99. When men are called to places where food is not readily obtainable, they shall not be required to work more than seven hours without meals being supplied by the company.

Changes of Staff.

100. On reduction of staff through slackness of work, last on first off; last off first on; and a man shall not be considered a new man in re-starting. Men on being laid off under this clause shall leave an address with the company. Not less than forty-eight (48) hours' notice of resumption of work shall be given by the company to the men by mailing advice to such addresses. If men do not appear to resume their positions, same shall be deemed to be vacated.

In the event of slackness of work in car shops and barns, the hours shall be reduced proportionately, in preference to the laying off of men.

Blacksmiths' Helpers.

101. Blacksmiths to have own regular helpers so far as circumstances will allow.

Leave of Absence.

102. Employees in mechanical department shall be granted leave of absence on application to their respective foremen or superintendents, where such leave of absence does not exceed one week in so far as the proper operation of the shops will permit. Three months' leave of absence shall be granted if desired after one year's service. After three years' service the leave shall extend to one month per year, if not previously taken. Leave granted for the business of the association shall not be included in the foregoing.

Tools.

103. Car repairers to be supplied with all tools. Carpenters to be supplied with machinists' hammer and monkey wrench and bits for repair work when required.

Lateness in Reporting.

104. All employees in mechanical staff who are unable to report for work at specified time for good and valid reasons shall be allowed to start half an hour or one hour later. Superintendent to decide.

Lavatory Accommodation, etc.

105. Suitable toilet and lavatory accommodation to be provided. Mess room accommodation so far as practicable.

First Aid Men.

106. The company shall name and appoint competent first aid men to take charge of first aid work and boxes at each barn and department.

Employment Application Form.

107. All candidates making application shall only be required to state their last three employers on application employment form.

Apprentices.—Transference or Dismissal.

108. Any apprentice who, having served one year, in the opinion of the shop foreman shows no aptitude for acquiring the trade, will be transferred or dismissed, and all obligations accepted by the company will of necessity be forfeited.

DEFINITION OF TRADES.

Mechanics.

109. Men who have served an apprenticeship or had four years or over varied experience in the separate trades or callings as described in the next four succeeding paragraphs, shall be termed mechanics, and any man doing work which generally is accepted in Vancouver, New Westminster and Victoria as mechanic's work shall be paid at the minimum rate of pay, and the company will not employ semi-skilled men for mechanics' work or have helpers do mechanics' work or any part thereof.

Machinists.

110. Men who have served an apprenticeship or had four years or over varied experience in the operating of lathes, planing, slotting, milling, shaping and tyre-boring machines, or other machine tools, and fitters, who are capable of fitting up, assembling and repairing the various parts or details of engines or locomotives, stationary, marine, or any kind of machine or machine tools, and vise work generally, shall be designated as machinists.

Blacksmiths.

111. Any man who has served an apprenticeship of four years or who has had four years' varied experience at the blacksmith trade, and who, by his skill and experience, is qualified and capable of taking a piece of work, and, with the use of drawing and blueprints, or from instructions, can transmit such work to successful completion within a reasonable length of time, shall be considered a blacksmith.

Apprentices.

112. Boys serving an apprenticeship to learn the trade shall be designated apprentices. Any boy hereafter engaging himself to learn any mechanical trade shall be over sixteen and under twenty-one years of age, must serve not less than four years, must be able to read and write English and know the first four rules of arithmetic.

Machinists' Helpers.

113. The number of apprentices in the case of machinists shall be one for the shop and one for every four machinists employed. Helpers will not be

advanced to the work of machinists, and when used in connection with machinists' work will work under the direction of a machinist.

Carpenters.

114. Any man who has served an apprenticeship of four years, or who has had four years' varied experience at the carpenter trade, and who by his skill and experience is qualified and capable of taking a piece of work, and with the use of drawings and blueprints, or from instructions, can transmit such work to successful completion within a reasonable time, shall be considered a carpenter.

Freight Carpenters.

115. Any man who shall prove qualified to make satisfactory carpenter repairs to freight car bodies of any class, steel frame work excepted, wherein skill required for joiner or cabinet work is not necessary, and who can perform same within reasonable time, shall be considered a freight carpenter.

Painters.

116. Any man who has served an apprenticeship of four years, or who has had four years' varied experience at the painters' trade, and who by his skill and experience is qualified to mix and blend paints to the colors required by specifications, or otherwise, and who can perform successfully within a reasonable time the work usually performed by a skilled painter, shall be considered a painter.

Freight Car and Rough Painters.

117. Any man who can prove his qualifications to satisfactorily apply paint to freight car bodies and work of this class, and who can perform same within reasonable time, shall be considered a freight car or rough painter.

Brush Hands.

118. Any man who by his qualifications can satisfactorily clean work preparatory to being painted, and also apply paint in a satisfactory manner to parts of car not requiring high grade or varnish finish, such as floor, outside roof, bottom of car, window guards, fenders and piping, shall be considered a brush hand.

Air Brake Fitters.

119. Any man who has full knowledge of all pertaining to the mechanical side of air brake equipment, and capable of repairing any part of same, shall be considered an air brake fitter.

Armature Winders.

120. Any man who is qualified by his skill and experience to satisfactorily repair motor armatures and re-wind same shall be considered an armature winder of one of the classes mentioned below, depending upon the number of years' service he may have given in any armature room of recognized standing:—

1st class—One who has served four years or more in an armature room.
2nd class—One who has served three years or more in an armature room.
3rd class—One who has served less than three years in an armature room.

Blacksmiths' Helpers.

121. A blacksmith's helper shall be permitted to have a fire after he has worked two years continuously in the shop where he is employed, provided there is a vacancy; seniority and competency to govern such advancement. An advanced helper shall agree to work for a term of three years, and each year shall receive an advance of 3c per hour, but not to exceed the minimum rate paid to blacksmiths. After three months' trial should he prove incompetent he may be reduced to helper. It will be the duty of the foreman to advance apprentices and advance helpers in all branches of their respective trades. The number of advanced blacksmiths' helpers or blacksmiths' apprentices shall not exceed the ratio of one to five blacksmiths.

TRACK MAINTENANCE MEN.

Definition.

122. The term "track maintenance men" means employees who take their orders from the roadmaster or track foreman, and whose duties are to maintain the track in safe condition for operation.

Number of Working-Hours.

123. At the option of the men in each district either nine (9) or ten (10) hours shall constitute a day's work.

Overtime.

124. If the men are required to work in excess of the above decided time they shall be paid time and a half for overtime up to 12 midnight and double time from 12 midnight to 6 a.m.; also double time on Sundays and statutory holidays.

Emergency Work.—Minimum Pay.

125. If called out on emergency work men shall be paid not less than four and one-half hours straight time; no man to be required to work for longer period than seven hours without meals, to be provided by the company.

Payment from Assembling Points.

Men to be paid time from assembling points to and from work.

Section Houses.

127. Section houses to be provided when circumstances warrant as soon as practicable.

Family Passes.

128. Wives and members of family dependent upon them to receive one pass weekly, good on interurban lines, and half fare settlers' rates, provided this provision is not contrary to law. This to apply to districts 1, 2, 3 and 4.

Changes of Staff.—Seniority.

129. List of maintenance-of-way men to be kept by the company. If through slackness of work a lay-off becomes necessary, men shall be laid off in the following order: last on, first off; last off, first on. When men needed, the fact to be bulletined. Clause 100 to apply in so far as it relates to notices being sent for resumption of work.

Bulletining Vacancies.

130. All vacancies for promotion to be bulletined.

131. If men are taken from shops to do blacksmith's work or blacksmith's helpers' work on maintenance-of-way, they shall receive regular shop schedule wages.

FREIGHT SHED DEPARTMENT.

132. Ten (10) hours shall constitute a day's work; hours to be from 7 a.m. to 12 noon, and 1 p.m. to 6 p.m.

133. Layoffs to be governed by clause 129.

134. Three months' employment to constitute a regular man.

135. All overtime to be paid at the rate of time and one-half till midnight and double time thereafter till relieved. Any time worked on Sundays or statutory holidays to be paid double time, each man to work in turn.

136. Concession of ten days free in summer months, and free transportation as heretofore. Each man to be allowed four passes for self, wife and family dependent upon him over all or any lines during year on holidays or Sundays.

This agreement shall continue in force from year to year, provided always that either party desiring any modification of any clause or clauses in these conditions may reopen such clauses for reconsideration after thirty (30) days' notice has been given in writing, prior to the first day of May in any year.

DENIS MURPHY,
Chairman.

MOSES B. COTSWORTH,
Men's Representative on the Board.

HY. O. ALEXANDER,
Company's Representative on Board.

WAGE SCHEDULE AS FIXED BY MAJORITY OF BOARD.

Clause 1.—No employee now in the company's service shall have his earnings reduced by reason of this schedule, but when such will be the effect thereof to new men such present employee shall continue on the schedule in force to June 30, 1913, and shall retain the benefit of any future advances secured to him by that schedule.

Clause 2.—Any employee appointed as leading hand shall receive 3½ cents extra per hour more than his schedule rate of pay so long as he continues to act as such leading hand.

Clause 3.—Where the rates set forth in this schedule mean an increase to any employee they shall be deemed to have been in effect on and after the 1st day of July, 1913, and the company shall on the next pay day after acceptance make payment of such amount, if any, as the employees are entitled to hereunder for the interval between such date and the date of the acceptance hereof by both parties, provided always that if such acceptance by the employees does not take place before the 1st day of September, 1913, then this schedule shall only come into effect from the date when it is actually accepted by both parties.

Clause 4.—This wage schedule and the working conditions submitted herewith shall be binding on the company and its employees for at least two years from the date of acceptance, and thereafter from year to year, unless changed by the parties hereto. Either of the parties desiring to change the same or open up the agreement or wage schedule shall notify the other party in writing of the desired changes at least thirty days before the expiry of same.

Clause 5.—The following rates of wages shall be paid during the continuation of this schedule:—

On city and suburban lines, and also on Saanich line, motormen and conductors shall receive:—

First year	27 cents per hour.
Second year	29 cents per hour.
Third year	31 cents per hour.
Fourth year	33 cents per hour.
After fourth year	35 cents per hour.

Motormen and conductors in work train service shall receive 1½ cents per hour in addition to the above rates. Extra men to receive a minimum wage of $10 per week of seven days.

On interurban lines, being district 1, New Westminster (Central Park) line, district 2 (Lulu Island) line, district 4, New Westminster (Burnaby Lake) line:—

First year	28½ cents per hour
Second year	30½ cents per hour.
Third year	32½ cents per hour.
Fourth year	34½ cents per hour.
After fourth year	36½ cents per hour.

Brakemen, trolleymen and trackage men on these lines shall receive:—

27 cents per hour for the first six months.
28 cents per hour for the second six months.
29 cents per hour for the second year.
30 cents per hour for the third year.
31 cents per hour for the fourth year.

Shop and barn wages:—

Car cleaners, 27 cents per hour.

Motor car repairers, armature winders' helpers, blacksmith helpers and sawyers:—

First year	27 cents per hour.
Second year	29 cents per hour.
Third year	31 cents per hour.
Fourth year	33 cents per hour.
After fourth year	35 cents per hour.

Freight car repairers	30 cents.
Freight car repairers' helpers	27 cents.
Freight car inspectors	32 cents.
Painters	43 cents.
Freight car and rough painters	29½ cents.
Brush hands	27 cents.
Carpenters	43 cents.
Freight car carpenters	35 cents.
Machinists	46 cents
Blacksmiths	46 cents.
Car wire men	40 cents.
Air brake fitters	40 cents.
Armature winders, first class	46 cents.
Armature winders, second class	43 cents.
Armature winders, third class	40 cents.

Apprentices:—

First year	15 cents per hour.
Second year	18 cents per hour.
Third year	23 cents per hour.
Fourth year	30 cents per hour.

Freight shed department:—

Checkers	30 cents per hour.
Truckers	27 cents per hour.

Maintenance-of-way men:—

Track maintenance men—

First 9 months	27 cents per hour.
After 9 months	30 cents per hour.

Track greasers, $60.00 per month.

Meter men:—

First year	30 cents per hour.
Second year	32 cents per hour.
Third year	34 cents per hour.

Chilliwack line:—

The wages in force up to June 30, 1913, under the award of the Board of Arbitration, of which His Honour Judge Howay was chairman, shall continue as the schedule during the life of this schedule.

We recommend the acceptance of the foregoing schedule and conditions.

(Sgd.) D. MURPHY,
Chairman.

(Sgd.) HY. O. ALEXANDER,
Company's Representative on Board.

VANCOUVER, Aug. 13, 1913.

SESSIONAL PAPER No. 36a

WAGE SCHEDULE AS FIXED BY MINORITY OF BOARD.

This minority report was posted to the Minister of Labour and by his and the chairman's authority handed to the general manager of the British Columbia Electric Railway Company and the president of their employees' association.

1. No reduction in the wages of any present employee shall be allowed by reason of this schedule, which so far as any reduced rates are concerned shall only apply to men appointed after the thirtieth day of June, 1913.

2. Where the schedules in force to June 30, 1913, provide for future rates of increase beyond those submitted in this proposed schedule such increases of wages shall continue to accrue and be paid as the prescribed years of service mature, until the maximum recorded in the schedule under which the respective employees were serving on the thirtieth day of June, 1913, is attained.

3. Where the rates set forth in this schedule mean an increase to any employee they shall be deemed to have been in effect on and after the first day of July, 1913, and the company shall on the next payday after the date of joint acceptance of such increasing schedule by the company and the association pay to each employee concerned the amount that shall have accrued from such increase between June 30, 1913, and the date to which the wages payable on that payday are computed.

4. This wage schedule and the working conditions submitted by the Board shall be binding upon the company and its employees for at least one year from July 1, 1913, and thereafter from year to year unless changed by the parties hereto as follows:—

Either of the parties desiring to open up any part or parts of the working conditions or wages schedules shall notify the other party in writing of the desired change or changes at least thirty (30) days before the first (1st) day of May in any year.

Such amendments as can be mutually agreed upon shall be decided and signed drafts thereof exchanged between the company and the association not later than the twenty-first day of May, when any amendments still in dispute shall be referred to local arbitration, with instructions to submit their award not later than the twenty-first day of June, when joint authority shall be given to embody both the agreed and the awarded amendments in an amending agreement, which shall be duly signed by the authorized representatives of both parties not later than the next following thirtieth day of June for the then ensuing agreement year.

5. During the continuance of this schedule the following rates of wages, per hour, shall be paid to:—

Scale A. Motormen and Conductors:—

PERIOD.	City lines.	Interurban lines, District 1, 2 and 4	Rural lines, Fraser Valley and Sumas
	cents.	cents.	cents.
1st 6 months	27	28 and a half	32 and a half
2nd 6 months	30	31 "	35
2nd year	32	33 "	37
3rd year	34	35 "	39
4th year	36	37 "	41
5th year and after	38	39 "	43

N.B.—Motormen and Conductors in Work Train service to receive one and a half cents per hour in addition.

6. *Scale B. Baggagemen, Brakemen and Trolleymen:—*

PERIOD.	City lines.	Interurban lines.	Rural lines.
	cents.	cents.	cents.
1st 6 months	27	28 and a half.	32 and a half.
2nd 6 months	28	29 " "	33 " "
2nd year	29½	31	35
3rd year	31	32 and a half.	36 and a half.
4th year	32	33 " "	37 " "
5th year and after	33	34 " "	38 " "

7. *Shop and Barn Wages:—*

SCALE.	C.	D.	E.	F.
PERIOD.	Apprentices for all departments.	Brush hands, car cleaners.	Armature winders, helpers, blacksmiths' helpers, freight car repairers, mechanics' helpers, motor car repairers and sawyers.	Armature winders.
	cts. per hr.	cents.	cents.	cents.
1st year	15	27	28	37
2nd year	18	28	30	40
3rd year	23	29	32	43
4th year	30	30	34	46
5th year and after, regular trade rates		31	36	46

8.

	Cents per hour.
Air-brake fitters	44
Blacksmiths	48
Carpenters	47
Car wiremen	42
Freight car and rough painters	35
Freight car carpenters	40
Horseshoers' floorman	44
Machinists	48
Millmen	44
Painters	47

9.

PERIOD.	Metermen and Trimmers.	Troublemen.
1st year	32c. per hour.	30c. per hour.
2nd year	37c. per hour.	35c. per hour.
3rd year	42c. per hour.	40c. per hour.

OTHER DEPARTMENTS.

10. *Freight sheds*:—

Checkers	30 cents per hour
Truckers	27 cents per hour

11. *Teamsters*:—

One horse wagoners	29 cents per hour
Short order wagoners	33 cents per hour
Freight and heavy wagoners	35 cents per hour.

12. *Maintenance-of-way men*:—

First 9 months	27 cents per hour.
After 9 months	30 cents per hour

13. Other present members of the association not herein provided for to receive not less than three cents (3c) per hour increase.

14. *Track greasers*:—

1st year.	2nd year.	3rd year.
$60.00	$65.00	$70.00 per month.

15. *Clerks* (other than those in head office and district manager's offices):—

	1st year per month.	2nd year per month.	3rd year per month	4th year per month
General clerks	$60.00	$70.00	$80.00	$85.00
Car service and switch clerks	70.00	80.00	90.00	95.00
Billing and rate clerks	70.00	80.00	90.00	100.00

16. If during the continuance of this schedule ten or more men are permanently employed more than six consecutive months doing any grade work not herein provided for (other than those employed as foremen, chief clerks, or in similar supervising capacities) they shall be entitled to organize through the association and negotiate for reasonable scale of wages, on presenting written applications in duplicate to the general manager and the association.

17. I recommend the acceptance of the foregoing schedule, together with the "Conditions" submitted by the chairman, and jointly signed by all three members of this Board of Conciliation.

(Sgd.) MOSES B. COTSWORTH,
Employees' Representative on the Board.

VANCOUVER, B.C., Aug. 16, 1913.

VIII.—APPLICATION FROM CERTAIN EMPLOYEES OF THE HALIFAX AND SOUTH WESTERN RAILWAY COMPANY, BEING MEMBERS OF THE CANADIAN BROTHERHOOD OF RAILROAD EMPLOYEES.—BOARD ESTABLISHED.—UNANIMOUS REPORT BY BOARD.—AGREEMENT CONCLUDED.

Application received—July 7, 1913.
Parties concerned—The Halifax and South Western Railway Company and certain employees, members of the Canadian Brotherhood of Railroad Employees.
Applicants—Employees.
Nature of industry concerned—Railway.
Nature of dispute—Wages and conditions of employment.
Number of employees affected—Directly, 34; indirectly, 5.
Date of constitution of Board—August 12, 1913.
Membership of Board—Mr. A. B. Crosby, Halifax, N.S., chairman, appointed on the joint recommendation of the other members of the Board; Major W. Ernest Thompson, Halifax, N.S., appointed on the recommendation of the employing company; and Mr. J. A. McDonald, also of Halifax, N.S., appointed on the recommendation of the employees concerned.
Report received—September 8, 1913.
Result of inquiry—A unanimous report was presented by the Board, embodying the terms of an agreement signed on behalf of both parties to the dispute, effective for one year from June 1, 1913, and thereafter, thirty days' notice to be given by either party desiring to revise same.

On September 8 the Minister received the unanimous report of the Board of Conciliation and Investigation appointed under the Industrial Disputes Investigation Act to inquire into matters in dispute between the Halifax and South Western Railway Company and certain of its employees, members of the Canadian Brotherhood of Railroad Employees. The number affected was given as thirty-four directly and five indirectly. The matters at issue related to the alleged refusal of the company to agree to a schedule providing for an increase of one and a half cents per hour and rules similar to those granted other employees.

The Board's report showed that an agreement had been concluded between the company and its employees which disposed of all matters at issue, effective for one year from June 1, 1913, and thereafter, thirty days' notice to be given by either party desiring to revise same. The agreement contained a wage scale, with provision for overtime, etc., and provided also for investigation in cases of dismissal or suspension.

REPORT OF BOARD.

Following is the text of the Board's report:—

HALIFAX, N.S., August 30, 1913.

To the HONOURABLE T. W. CROTHERS,
Minister of Labour, Ottawa.

SIR,—The undersigned members of the Conciliation Board, appointed to deal with certain matters of complaint between the Halifax & South Western

Railway and some of its employees, desire to place on record their appreciation of the prompt and businesslike efforts put forth by your Department to have a Board appointed and assembled in this matter; and also of the courtesy and conciliatory spirit with which superintendent Bayne, representing the railway, and Messrs. Mosher and McLean, representing the men, approached and discussed with members of the Board the various points at issue.

(Sgd.) A. B. Crosby, *Chairman.*

(Sgd.) W. Ernest Thompson,
For the Company.

(Sgd.) J. A. McDonald,
For the Men.

RULES AND RATES OF PAY GOVERNING CERTAIN CLASSES OF EMPLOYEES AS MENTIONED HEREIN.

ARTICLE 1.

The following rules and rates of pay will govern all employees mentioned herein on the Halifax and South Western Railway.

ARTICLE 2.

Employees shall be considered for promotion in the order of ability and seniority in the service, for any vacancy that may occur, or any new position that may be created.

ARTICLE 3.

Seniority will count from the date an employee last entered the service.

ARTICLE 4.

Any employee off duty on account of sickness for any reasonable length of time will not lose his seniority rights to the position held by him before reporting sick.

ARTICLE 5.

Where an employee is suspended or dismissed for an alleged fault he will be advised of the reason for such action, and a full and impartial investigation will be held and the employees advised of the decision within ten days. The employee will be advised to be present at such investigation, and may be accompanied by another employee from the same branch of the service. Should the investigation prove him blameless he will be reinstated and paid for time lost at his regular rate.

ARTICLE 6.

Employees will not be discriminated against for being members of a union or brotherhood, nor for serving on committees representing the men.

ARTICLE 7.

Ten hours will constitute a day's work, except on Saturdays, when nine hours will constitute a day's work with pay for ten hours.

ARTICLE 8.

Time and one-half will be paid for all time worked beyond the regular hours and for Sundays and the following public holidays, viz.: New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day, and Christmas Day.

ARTICLE 9.

The rates of pay shall be as follows:—

Machinists	21½ to 26½ cts. per hr.
Blacksmiths	21½ to 27½ cts. per hr.
Boilermakers	21½ to 25½ cts. per hr.
Machinists' helpers	16½ cts. per hr.
Blacksmiths' helpers	16½ cts. per hr.
Wheel turner	21½ cts. per hr.
Pipe fitter	18½ cts. per hr.
Car inspector	19½ cts. per hr.
Car inspector and wrecking foreman	18½ cts. per hr.
Pattern makers	21½ cts. per hr.
Car repairers and carpenters	18½ to 21½ cts. per hr.
Storekeepers' helper	16½ cts. per hr.
Shop boiler fireman	14 cts. per hr.
Freight checker and porter	$50 per month.
Boilermakers' helpers	14 to 16½ cts. per hr.

For the purpose of rating there shall be added to the schedule of employees mentioned herein one cent per hour to the rate paid May, 1913, as from June 1, 1913, and a further increase of one cent per hour shall date as from May 1, 1914.

ARTICLE 10.

This agreement shall take effect first day of June, 1913, and remain in effect for one year and from year to year thereafter, unless and until revised. Thirty days' notice to be given by either party desiring to revise after the expiration of one year.

Signed on behalf of Employees:

(Sgd.) A. R. MOSHER.

Signed on behalf of the Company:

(Sgd.) HECTOR MCINNES.

IX.—APPLICATION FROM THE MAINTENANCE-OF-WAY MEN, MEMBERS OF THE INTERNATIONAL BROTHERHOOD OF MAINTENANCE-OF-WAY EMPLOYEES, EMPLOYED BY THE GRAND TRUNK RAILWAY COMPANY.—BOARD ESTABLISHED.—UNANIMOUS REPORT BY BOARD.—SETTLEMENT REACHED.

Application received—July 30, 1913.

Parties concerned—The Grand Trunk Railway Company and maintenance-of-way employees, members of the International Brotherhood of Maintenance-of-Way Employees.

Applicants—Employees.

Nature of industry concerned—Railway.

Nature of dispute—Wages.

Number of employees affected—3,000.

Date of constitution of Board—August 27, 1913.

Membership of Board—His Honour Judge R. D. Gunn, Ottawa, Ont., chairman, appointed on the joint recommendation of the other members of the Board; Mr. F. H. McGuigan, Toronto, Ont., appointed on the recommendation of the employing company; and Mr. G. D. Robertson, Winnipeg, Man., appointed on the recommendation of the employees concerned.

Report received—September 20, 1913.

Result of inquiry—A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute, which were accepted by both parties concerned.

The Minister received on September 20 the unanimous report of the Board of Conciliation and Investigation appointed under the Industrial Disputes Investigation Act to inquire into certain differences between the Grand Trunk Railway Company and its maintenance-of-way employees, members of the United Brotherhood of Maintenance-of-Way Employees, to the number of 3,000. The dispute grew out of the employees' demand for a general increase in wages.

The Board, in its report, stated that by frequent negotiation and friendly conference most of the matters in dispute had been satisfactorily disposed of, the following points being left for investigation by the Board, namely: (1) a change or revision of the methods of compensation from a monthly to a daily basis for section yard and extra gang foremen; (2) compensation for overtime for all foremen; and (3) a general increase in rates of pay of extra gang section and yard foremen and their men. The Board expressed the opinion that there would be no material advantage to foremen in changing the present method of compensation from a monthly to a daily basis, but recommended that all foremen should be paid the customary allowance for overtime, also in view of the extra hazardous service rendered by snow plough employees, foremen should be paid $1.00 per day in excess of their regular rate, and other track employees 75c per day in excess of their usual rate while in snow plough service. Regarding the increase asked for, the Board stated that the company had promised a very substantial increase in the rates of pay of maintenance-of-way men to take effect not later than March 1, 1914.

Communications were received from both parties concerned, to the effect that the award was acceptable and that the dispute would be adjusted accordingly.

REPORT OF BOARD.

Following is the text of the Board's report:—

In the matter of the Industrial Disputes Investigation Act, 1907, and a dispute between the Grand Trunk Railway Company (Employer) and its maintenance-of-way employees (Employees).

To the Hon. T. W. Crothers, K.C.,
Minister of Labour, Ottawa, Ont.

The Board was established by the Acting Minister of Labour on the first day of August, A.D. 1913, to investigate and report upon the dispute between the above parties outlined in the application of the employees filed on or about the twenty-fifth day of July, A.D. 1913, for a Board of Conciliation.

After advice that the Board had been established, the chairman notified the gentlemen acting for the respective parties, and a meeting was held at the city of Toronto on the fourth day of September, A.D. 1913, and there was laid down the procedure to be followed in the investigation, and a date and place of meeting fixed for the taking of evidence and hearing of argument and further discussion after it becomes fully apparent that no agreement could be arrived at.

Pursuant to the appointment the Board met at Toronto again on the 15th, 16th, 17th and 18th days of September, A.D. 1913, and were attended by Mr. H. G. Kelly, vice-president of the Grand Trunk Railway; Mr. Safford, chief engineer; Mr. M. S. Blicklock, engineer of maintenance-of-way; Mr. Bowker, general superintendent, and George Beckingham, superintendent of track of Montreal Division; Mr. H. E. Wittenberger, general superintendent; Henry Ferguson and Mr. M. McCooe, superintendents of track of Ontario Division; Mr. U. E. Gillen, general superintendent, and John H. Regan, superintendent of track of Chicago Division, on behalf of the employers, and Mr. A. B. Lowe, president, and Mr. M. J. Powers, vice-president of International Brotherhood of Maintenance-of-Way Men; John J. Mainhood, chairman, and H. W. Lindstron, secretary of employees' committee; W. F. Clark, M. Shaw, G. Geraldi, Fred Foster, G. H. Cummings, Edward O'Flatery, witnesses summoned on behalf of the employees' committee, and George W. Murray, chairman of Intercolonial Committee of Maintenance-of-Way Employees.

After the procedure to govern the presentation of evidence and argument on behalf of the respective parties had been explained and agreed upon, the case on behalf of the employees was outlined by Mr. Lowe, and the original dispute between the parties narrowed down to the following:—

(1) A general increase in rates of pay to extra gang section and yard foremen and their men on the Grand Trunk system.

(2) A change or revision of the methods of compensation from a monthly to a daily basis for the section yard and extra gang foremen.

(3) Compensation for overtime for all foremen.

All other matters touching the questions in difference between the parties hereto had by frequent negotiation and friendly conference been satisfactorily disposed of.

It appeared that the employees were organized only in April last, and had been granted a set of satisfactory working rules, and the serious questions above set out were the main subjects of deliberation by the Board.

After hearing all testimony and the reading of the reports filed by Mr. Lowe, and such further discussion and argument as was desired to be advanced on behalf of the employees, and the evidence of the general superintendents and superintendents of track, and the statements of vice-president Kelly and chief engineer Safford had been fully heard, the Board advised a further conference between the officers of the company and the officials and representatives of the employees, with the result that the Board now feels after full consideration justified in making the recommendations following:—

(1) That in our opinion there would be no material advantage or benefit to foremen in changing the present method of their compensation from a monthly to a daily basis.

(2) That all foremen be paid the customary allowance for all overtime or extra service rendered beyond the regular ten hour period.

(3) That in view of the extra hazardous and exacting service rendered by snow plough employees, we recommend that all foremen be paid one dollar per day in excess of their regular rate, and the other track employees in such service be paid seventy-five cents per day in excess of their usual rate while in snow plough service.

(4) That in view of the statements of the vice-president and other officers of the company to this Board emphasizing the representations previously made by the president of the company to the Minister of Labour explaining the inability of the company to grant at present any increases in rates of pay to its employees, we are in accord with the proposition from the company's executive officials to the employees and their representatives as a result of the conference on the rates of pay held at the conclusion of the hearing at the suggestion of this Board, by which there will be, according to the promises of the president and vice-president, a fair, reasonable, appreciable, substantial increase in the rates of pay of the maintenance-of-way men on the Grand Trunk Railway system, to take effect not later than the first day of March, A.D. 1914, and we recommend the acceptance of these promises with every confidence that in letter and spirit the conditions submitted as to increase of rates of pay will be fulfilled by the employers.

(Sgd.) F. H. McGuigan,
On behalf of the Company.

(Sgd.) G. D. Robertson,
On behalf of the Employees.

(Sgd.) R. D. Gunn, *Chairman.*

X.—APPLICATION FROM SHOP EMPLOYEES, MEMBERS OF THE INTERNATIONAL ASSOCIATION OF MACHINISTS, BROTHERHOOD OF RAILWAY CARMEN OF AMERICA, INTERNATIONAL BROTHERHOOD OF BLACKSMITHS AND HELPERS, AND INTERNATIONAL BROTHERHOOD OF BOILERMAKERS, IRON SHIPBUILDERS AND HELPERS, EMPLOYED BY THE QUEBEC CENTRAL RAILWAY COMPANY AT SHERBROOKE, QUE.—SETTLEMENT REACHED THROUGH NEGOTIATION PENDING ESTABLISHMENT OF BOARD.

Application received—August 7, 1913.

Parties concerned—The Quebec Central Railway Company and shop employees at Sherbrooke, Que., members of the International Association of Machinists, Brotherhood of Railway Carmen of America, International Brotherhood of Blacksmiths and Helpers, and International Brotherhood of Boilermakers, Iron Shipbuilders and Helpers.

Applicants—Employees.

Nature of industry concerned—Railway.

Nature of dispute—Wages and conditions of employment.

Number of employees affected—Directly, 149; indirectly, 40.

Pending the establishment of a Board, a satisfactory arrangement was arrived at by the parties concerned.

The application of the shop employees of the Quebec Central Railway Company, Sherbrook, Que., stated that the dispute grew out of the refusal of the company to accede to the request of the employees concerned for the adoption of a schedule of rules and rates of pay, providing for increased wages. An officer of the Department proceeded to Sherbrooke at the request of the Minister for the purpose of conferring with the parties, and in the course of ensuing correspondence the Department was informed that negotiations were in progress between the company and a committee of the men, which rendered the establishment of a Board unnecessary at that time. In a letter subsequently received in the Department from the general manager of the Quebec Central Railway Company, the following statement was made: "A satisfactory arrangement has been made with the Quebec Central employees and the officials in respect of wages and working conditions."

XI.—APPLICATION FROM STATION AND TELEGRAPH EMPLOYEES, MEMBERS OF THE ORDER OF RAILROAD TELEGRAPHERS, EMPLOYED BY THE GRAND TRUNK RAILWAY COMPANY. BOARD ESTABLISHED.—AWARD ACCEPTED BY BOTH PARTIES.

Application received—August 25, 1913.

Parties concerned—The Grand Trunk Railway Company and station and telegraph employees, members of the Order of Railroad Telegraphers.

Applicants—Employees.

Nature of industry concerned—Railway.

Nature of dispute—Wages and conditions of employment.

Number of employees affected—1,300.

Date of constitution of Board—September 11, 1913.

Membership of Board—His Honour Judge R. D. Gunn, Ottawa, Ont., chairman, appointed on the joint recommendation of the other members of the Board; Mr. F. H. McGuigan, Toronto, Ont., appointed on the recommendation of the employing company; and Mr. J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employees concerned.

Report received—November 25, 1913.

Result of inquiry—Report of Board was signed by all three members of the Board, Mr. O'Donoghue, however, dissenting on one or two points. The award was accepted by both parties concerned.

The Minister received, on November 25, the report of the Board of Conciliation and Investigation which had been appointed to inquire into a dispute between the Grand Trunk Railway Company and its station and telegraph employees, members of the Order of Railroad Telegraphers. The application stated that 1,300 employees were affected, and that the dispute grew out of the inability of the parties concerned to come to an agreement regarding certain portions of the schedule proposed by the employees, involving wages, hours, and various other conditions of employment.

In the report of the Board it was stated that after many protracted meetings attended by officers of the railway company and the employees' committee, and several interviews with President Chamberlin, the Grand Trunk Railway Company agreed to increase the regular monthly rates by the sum of $200,000 annually, one-half to be granted on January 1, 1914, and the balance on January 1, 1915, this sum to be distributed among the employees referred to in the schedule submitted, with the exception of train despatchers and a number of station agents and telegraphers at specified points. The acceptance of this arrangement and of the schedule of working rules proposed was recommended by the Board to become effective from January 1, 1914.

Mr. J. G. O'Donoghue, the employees' nominee on the Board, favoured the inclusion of train despatchers in the proposed schedule. His Honour Judge R. D. Gunn, the chairman, and Mr. F. H. McGuigan, the company's nominee, differed, however, from this view, and gave in the report their reasons for so doing.

The award was accepted by both parties.

REPORT OF BOARD.

Following is the text of the Board's report:—

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Grand Trunk Railway Company (employer) and the station and telegraph employees (employees).

To the Honourable the Minister of Labour.

Under the direction and authority of the Acting Minister of Labour, the Board established on the second day of September, A.D. 1913, proceeded according to arrangement with the parties concerned to investigate and thoroughly enquire into the dispute set out in the application and proceedings filed in your department, and were attended by Vice-President Howard G. Kelly, General Superintendents H. E. Whittenberger, Toronto, Ont.; U. E. Gillen, Chicago, Ill., and C. G. Bowker, Montreal, Que.; H. F. Coyle, Belleville, Ont.; P. J. Lynch, Allandale, Ont.; J. C. Crombly, St. Thomas, Ont.; W. R. Davidson, London, Ont.; C. Forester, Stratford, Ont.; J. H. Gordon, Hamilton, Ont., on behalf of the employers, and David Campbell, Toronto, Ont.; F. A. Parent, Casselman, Ont.; E. N. Granger, Scarboro Jct., Ont.; O. A. Cowan, Berlin, N.H.; A. O. Talbot, St. Isidore Jct., Que.; F. Ouellette, Tecumseh, Ont.; W. M. Middleton, Breslau, Ont.; E. Barlow, Thornton; Ont.; G. E. McTaggart, Blyth, Ont.; F. A. Malcolm, Woodstock, Ont.; R. W. Groves, Markham, Ont.; L. M. Eddy, Marcellus, Mich.; A. E. McNamara, Drayton Plains, Mich.; J. W. Case, Otterburn, Mich.; P. A. Donaldson, Gagetown, Mich.; G. D. Robertson, Welland, Ont.; D. L. Shaw, London, Ont., on behalf of the employees.

The employees had submitted a set of working rules seeking many important and serious changes governing their employment, besides large increases in the rates of compensation—introducing and embracing a branch, namely, the train despatchers—many station agencies on the system theretofore closed to the employees, extensive questions of overtime as well as substantial advances in rates of pay, and many of these had been and were stoutly resisted by the employers, and had been the subjects of many conferences and discussions extending over a long period of time, all involving a careful and exhaustive hearing requiring the exercise of unlimited patience and study on the part of the Board and committees, as the employees considered, rightly or wrongly, that an intolerable and unjust condition pertaining to their services existed, and an apparent spirit of distrust on all sides as an outgrowth of such conditions aggravated the situation materially.

It is submitted that as no adequate benefits would accrue by setting out a detailed history of the evidence or steps taken by the Board in bringing about what they feel is a satisfactory adjustment of the differences in dispute herein, but on the other hand there might be grounds provided for prolonging the controversy between the parties from taking such a course, consequently the Board have refrained from making any unnecessary references in this report.

After many protracted meetings attended by all the officers heretofore named, and several interviews with President Chamberlain, the employers have agreed to increase the regular monthly rates by the sum of $200,000 annually, one half thereof to be granted on January 1, 1914, and the balance on January 1, 1915. The said sum to be distributed among the employees referred to in Article 1 of Schedule "A," except the station agents at Berlin, N.H., Island Pond, Richmond, St. Lambert, Coteau Jct., Brockville, Belleville,

Cobourg, Lindsay, Midland, Madawaska, Gravenhurst, Scotia Jct., Collingwood, Palmerston, Owen Sound, Ont., St. Catharines, Brantford, Sarnia Tunnel, Goderich, York, Battle Creek, South Bend, Valparaiso, Pontiac, Grand Rapids, Grand Haven, Muskegon, Saginaw, Bay City and Jackson, and the telegraphers employed in Montreal "NA" Office, Toronto "C" Office, and Chicago "UN" Office. The acceptance of this arrangement and schedule of working rules governing the employment and service of telegraphers is recommended by the Board to become effective from January 1, 1914.

Mr. O'Donoghue is strongly of the opinion that the train despatchers should be included in the schedule and that the provision dealing with the despatchers in the employees' proposed schedule should be included in the recommendations of the Board. He also thinks that the overtime should be computed on the basis of twenty-six days per month.

While the Board are divided on the question as to inclusion of the train despatchers in this schedule at the present time, the majority of the Board desire to state that in differing with Mr. O'Donoghue on this point they are governed by the fact that the use of the telephone in train despatching is being put in general operation on the system and may introduce many altered conditions not now foreseen—the despatchers are not included in the telegraphers' schedules on the majority of railroads on the continent and never have been in the schedule here. The company strongly and emphatically oppose any change including the eighty-seven train despatchers at present, for the reason that they are in confidential fiduciary standing in relationship with the company and should not owe allegiance to any body or union but the railroad company, and the company have recently increased the compensation of the despatchers, which increase we understand is permanent and not from any improper motive.

We desire to put on record the high appreciation of the work of Mr. D. Campbell, vice-president of the O. R. T., and his committee, evidenced in the careful and exceedingly well prepared case they presented on behalf of the employees, and the strong efforts made by them to bring about a peaceful solution of the dispute without in any way losing sight of the important interests in their keeping, as well as to express our thanks to Vice-President Kelly, and his divisional superintendents for the assistance rendered by them, amply shown by their evident desire to be fair towards all interested.

(Sgd.) H. D. Gunn,
Chairman.

(Cgd.) F. H. McGuigan,
For the Company.

(Sgd.) J. G. O'Donoghue,
For the Employees.

Dated November 21, 1913.

SCHEDULE "A."

ARTICLE 1.

All employees assigned by proper authority to railway telegraph or railway telephone service of any character or duration and the station agents incorporated in this schedule will be considered telegraphers within the meaning thereof, except train despatchers.

ARTICLE 2.

(*a*) Promotion of telegraphers shall extend over each superintendent's division, and will be governed by merit and ability. Where ability is sufficient seniority will have the preference, superintendent being the judge. Telegraphers will not be required to accept promotion, but do not forfeit their rights to the same or any other position to which they may be entitled under seniority when a vacancy occurs. When a telegrapher accepts a transfer, and after a fair trial is found incapable, he will take his place on the extra list, retaining his seniority.

(*b*) In case of a reduction in the number of telegraphers employed, the senior telegraphers on their respective divisions will be retained in preference to telegraphers junior to them, and any telegrapher so displaced will be given preference for any position held by a telegrapher junior in the service, merit and ability being sufficient.

(*c*) All vacancies and proposed appointments to new positions which it is intended to create will be advertised on the superintendent's division upon which they occur by a "23" message within five days, and a telegrapher shall have ten days from the date of such message within which to file application.

(*d*) A telegrapher on leave of absence when a vacancy occurs will not be debarred from claiming the position and receiving the appointment upon resuming duty if entitled to it.

(*e*) A correct list of all telegraphers on each superintendent's division, showing their seniority standing, will be kept on file in every chief train despatcher's office, open to the inspection of all telegraphers concerned. A copy of such list corrected to date will be furnished the general chairman at the beginning of each year.

ARTICLE 3.

A telegrapher will not be suspended or discharged without just cause, and if suspended or discharged for an alleged fault, the reason will be given in writing, and he shall have a fair and impartial trial, at which he may be assisted by another telegrapher if he desires, without expense to the company, and be advised of the decision within fifteen days after filing his written request with the proper officer. If suspended for investigation, such investigation will be held and he will be advised of the decision within fifteen days without such request. If blameless as charged he will be paid his regular salary and be reinstated. Date of suspension to begin from date relieved for investigation or within fifteen days from date of decision. If detained more than fifteen days awaiting investigation at the company's instance, he will be paid for time lost in excess of fifteen days whether found guilty or not. If decision rendered is considered unjust, an appeal may be made verbally or in writing to higher officials.

ARTICLE 4.

There will be no discrimination against telegraphers for being members of the Order of Railroad Telegraphers, and when called on to serve on Boards of Adjustment they will be relieved without unnecessary delay (such delay not to exceed ten days) for such purpose, and only on request of their chairman.

ARTICLE 5.

Telegraphers will be granted free transportation and leave of absence to attend their meetings. Such free transportation will not extend beyond the

next division adjoining their superintendent's division, and leave of absence will not exceed two days, and will only be granted when it will not interfere with the requirements of the traffic and the service, and provided that the company is not put to additional expense.

ARTICLE 6.

Telegraphers, upon application, will, if possible, be furnished with certified copies of all service cards and letters of recommendation held by the company, and on leaving the service the originals shall be returned, and they shall also receive a letter stating term of service, capacity in which employed, and whether discharged or leaving of their own accord. If discharged, reason shall be given; if detained more than five days awaiting receipt of service card they will be paid schedule wages for all time in excess of five days. Unless otherwise requested, they will be mailed to the telegrapher to the place of his last employment.

ARTICLE 7.

When a telegrapher is transferred by order of the proper official, the company will furnish free transportation for himself, family and household goods, where such free transportation is not contrary to law, and he shall suffer no loss of time in consequence.

ARTICLE 8.

A telegrapher called upon to attend court or investigation at the request of a proper official of the company shall receive the same compensation as if on duty. If away from home he will be allowed reasonable expenses, any witness fees which may accrue to him to be retained by the company.

ARTICLE 9.

Telegraphers performing duty at wrecks or other emergency offices will be paid their regular wages and reasonable expenses.

ARTICLE 10.

Telegraphers will not be required to clear platforms of snow, cut or pile wood, load or unload wood or coal, sift ashes, scrub stations, clean chimneys, clean or disinfect stock cars or outbuildings.

ARTICLE 11.

Telegraphers will not be required to teach telegraphy, nor shall a telegrapher teach telegraphy on the company's premises without permission of the superintendent.

ARTICLE 12.

If telegraphers are required to attend switch or semaphore lamps they will be paid four dollars ($4.00) per month for six (6) or less such lights, and fifty (50) cents per month for each additional switch or semaphore light at such station. Nothing in this article will relieve telegraphers from their responsibilities under the rules.

ARTICLE 13.

At stations where dwelling, fuel and light are provided, the dwelling will as far as practicable be reserved exclusively for the use of the agent and his family unless he elects to reside elsewhere.

The company will keep its dwellings in good repair. Occupants must keep such dwellings and their surroundings clean and must pay for repairs other than those due to ordinary wear and tear.

A telegrapher occupying a company's dwelling and who may be dismissed from the company's service will be allowed to retain occupancy of the dwelling until he is paid all moneys due him by the company unless payment of such moneys is restrained by legal process. When wood is supplied for fuel it will be cut in lengths not exceeding sixteen inches.

ARTICLE 14.

Present arrangements by which telegraphers are now paid commissions by express, and telegraph companies doing business on the Grand Trunk premises, will be continued during the lifetime of this schedule.

ARTICLE 15.

(*a*) Except at offices where the hours of service are restricted by law to less than eleven hours per day, where not more than two telegraphers are employed eleven consecutive hours, including meal hour, shall constitute a day's work.

At offices where more than two telegraphers are employed ten consecutive hours, including meal hour, will constitute a day's work, or at the company's option eight consecutive hours without a meal hour.

(*b*) Telegraphers working more than eight consecutive hours per day will be allowed sixty consecutive minutes for a meal between the fourth and sixth hours of service, or in lieu thereof they will be paid one hour overtime and will be excused for lunch as soon thereafter as possible.

ARTICLE 16.

(*a*) A telegrapher required to remain on duty longer than the number of hours constituting a day's work will be given an official order and be excused in the same manner, and will be allowed overtime as per clause (*b*).

(*b*) Overtime will be computed *pro rata* on schedule wages on the basis of thirty days per month, but in no case at less than thirty (30) cents per hour.

In computing overtime, less than thirty minutes will not be counted, thirty minutes and less than sixty will be counted as one hour.

(*c*) If a telegrapher is called before or after his regular hours he will be allowed fifty (50) cents for each call for which one hour's service shall, if necessary, be performed, except when a telegrapher is required to attend a regular scheduled train due at his station within three hours after his regular eleven hours' duty, when he will receive thirty (30) cents for the first hour of duty or any portion thereof. If required on duty more than one hour he will be paid overtime thereafter. Fractions of an hour to be computed as per clause (*b*).

(*d*) Except in cases of emergency, telegraphers will be allowed eight consecutive hours off duty in the twenty-four.

(*e*) Overtime will not be allowed unless overtime tickets consecutively numbered are mailed to the proper official within forty-eight hours from the time service is performed. If overtime is not allowed, telegraphers will be notified within ten days from the time service was performed, setting forth the reasons.

ARTICLE 17.

Telegraphers required to work on Sundays will be paid extra pro rata on schedule salary for such service based on twenty-six days per month (and portion

of an hour less than thirty minutes or over to count as one hour) with a minimum compensation of thirty (30) cents for each call, which shall cover the first hour's service. If kept on duty more than one hour they shall thereafter be paid pro rata on schedule salary.

Telegraphers required for Sunday duty other than attendance on regular passenger trains will, if possible, be so advised on the previous day.

ARTICLE 18.

Telegraphers who have been in the employ of the company four or more consecutive years will be allowed two weeks' leave of absence each year, with full pay.

If the company find it inconvenient to grant leave of absence during any year to a telegrapher who has applied for and is entitled to it under this rule, the telegrapher shall, at his option, receive either compensation at his regular salary for the period, or in the next year additional leave of absence for a like period.

Applications for leave of absence filed in January of each year will be given preference in the order of seniority of applicants, and applicants will, if possible, be advised in February of dates allotted to them. January applicants will have preference over later applicants, and applicants after September 30 will not be entitled to salary compensation if the company is unable to relieve them in that year. The company will, as far as practicable, relieve applicants during the summer season when so desired.

In the event of a telegrapher being discharged or leaving the service on proper notice before obtaining the deferred leave of absence he will be paid his salary for same.

ARTICLE 19.

A sufficient number of relief agents will be employed to meet all reasonable demands. When away from headquarters they will be allowed fifty (50) cents per day expenses. Any telegrapher relieving an agent will be considered a relief agent.

Telegraphers called away from their regular positions to relieve an operator temporarily will be paid five dollars ($5.00) per month in addition to regular salary, but not less than the salary of the party relieved.

CORRECTION OF FOREGOING REPORT.

On December 3 the department was notified by the Board of an omission from the foregoing report. The communications bearing on this point are as follows:—

TORONTO, December 1, 1913.

HIS HONOUR JUDGE GUNN, Ottawa, Ont.

DEAR SIR,—

Re G. T. R. and O. R. T.

In the final draft of the Board's report we forgot to include our recommendation as to the manner in which the proposed increase should be distributed. The provision was in the first draft of our report and was intended to be in the

final. The provision read: "The said sum of $200,000 to be distributed as the officials of the company and the committee of the men may agree." We agree in saying that this should constitute part of the report, and ask that you notify the Department accordingly.

Faithfully yours,

(Sgd.) J. G. O'Donoghue,
(Sgd.) F. H. McGuigan,
(Sgd.) R. D. Gunn.

Judges' Chambers, Ottawa, Can., Dec. 3, 1913.

Hon. T. W. Crothers, Minister of Labour, Ottawa.

Re G. T. R. and O. R. T.

My Dear Sir,—I just discovered that by an unfortunate omission the report filed does not say how the $200,000 increase to the men is to be distributed. The intention was to provide in the report that "the said sum of $200,000 to be distributed as a committee of the men and the officials of the company may agree," and to authenticate this intention I enclose you a signed statement by the Board, which I trust will put the matter out of doubt.

Yours very truly,
(Sgd.) R. D. Gunn.

XII.—APPLICATION FROM CERTAIN STEAMSHIP COMPANIES TRADING TO THE PORT OF ST. JOHN, N.B., COMPRISING ALLAN LINE, C. P. R. STEAMSHIP LINES, DOMINION COAL COMPANY, ELDER DEMPSTER & COMPANY, FURNESS WITHY & COMPANY, HEAD LINE, NEW ZEALAND SHIPPING COMPANY, AND ROBERT REFORD COMPANY, LIMITED (DONALDSON LINE). —BOARD ESTABLISHED.—UNANIMOUS REPORTS BY BOARD. —AWARDS ACCEPTED BY ALL PARTIES CONCERNED.

Application received—October 14, 1913.

Parties concerned—Certain Steamship Companies trading to the Port of St. John, N.B., comprising Allan Line, C.P.R. Steamship Lines, Dominion Coal Company, Elder Dempster & Company, Furness Withy & Company, Head Line, New Zealand Shipping Company, and Robert Reford Company, Limited, (Donaldson Line), and longshoremen some of them being members of Local No. 273, International Longshoremen's Association, also coal handlers and trimmers employed by the Dominion Coal Company, members of Local No. 810, International Longshoremen's Association.

Applicants—Employers.

Nature of industry concerned—Shipping.

Nature of dispute—Wages, hours, and conditions of employment.

Number of employees affected—1,049.

Date of constitution of Board—October 22, 1913.

Membership of Board—Mr. Walter E. Foster, St. John, N.B., chairman, appointed on the joint recommendation of the other members of the Board; Mr. John E. Moore, St. John, N.B., appointed on the recommendation of the employing companies; and Mr. J. E. Tighe, also of St. John, N.B., appointed on the recommendation of the employees concerned.

Reports received—November 14, 1913; November 21, 1913.

Result of inquiry—A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute. This report concerned all interests affected except the Dominion Coal Company and its employees, a separate investigation being made in this case. In the former case the shipping companies and employees concerned bound themselves under Section 62 of the Act to abide by the award. In the latter case the award was also unanimous and was accepted by both parties concerned.

The Minister received, on November 14, the unanimous report of the Board of Conciliation and Investigation appointed to inquire into a dispute between certain steamship lines trading to the port of St. John, comprising Allan Line, Canadian Pacific Railway Steamship Lines, Elder Dempster & Co., Furness, Withy & Co., Head Line, New Zealand Shipping Co., Robert Reford Co. Ltd., (Donaldson Line) and longshoremen. The application in this case included the Dominion Coal Company and its coal handlers and trimmers, members of Local No. 810 of the International Longshoremen's Association. It was subsequently agreed by the parties concerned that a separate investigation should be made of this dispute. A unanimous report in this case was received on November 21.

The total number of employees affected by these several disputes was placed at 1,049. The matters at issue related to wages, hours, and other conditions of employment.

The report in the former case made certain recommendations for the settlement of the dispute, and also recommended that the proposed agreement should go into operation on November 16, 1913, and continue in force until December 31, 1914, and thereafter from year to year until either party gives notice to the contrary at least thirty days prior to the expiration of any calendar year. A further recommendation was made to the effect that the Shipping Federation, the Federal Government and the City of St. John should co-operate in providing a shelter house at West St. John in order that the men might be properly housed when waiting during nights. Communications were received in the Department from the parties interested in which they agreed to be bound by the award of the Board in accordance with the provisions of section 62 of the Act.

The report which was presented by the Board in the case of the dispute between the Dominion Coal Company and its coal handlers and trimmers also made certain recommendations for the settlement of the existing differences, and recommended also that the proposed rules and conditions should take effect on November 15, 1913, and remain in force until midnight December 31, 1914.

The award was accepted by both parties concerned.

REPORT OF BOARD IN DISPUTE BETWEEN CERTAIN STEAMSHIP LINES TRADING TO THE PORT OF ST. JOHN AND LONGSHOREMEN.

The text of the unanimous report of the Board of Conciliation and Investigation in the above matter is as follows:—

ST. JOHN, N.B., November 12, 1913.

In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of the dispute between the longshoremen of the port of St. John (Employees), and The Robert Reford Company, Limited; Furness, Withy & Co., Ltd., Allan Line, Elder Dempster & Co., New Zealand Shipping Company, and the Canadian Pacific Railway S.S. Lines (Employers).

DEAR SIR,—The undersigned members of the Board of Conciliation appointed in this matter beg respectfully to submit as follows:—

We held our first meeting on the 28th ultimo, and have had continuous meetings since. After a thorough discussion of the various questions in dispute, this Board is happy to state that it has come to the unanimous conclusion, and their recommendations are contained in the following sections:—

1. 10 hours shall constitute a day's or night's work from November 15 to April 30 inclusive, and 9 hours shall constitute a day's or night's work from May 1 to November 15.

2. Double time to be paid for meal hours, and overtime at the prevailing rate of wages.

3. The prevailing rate of wages to be paid for rigging and un-rigging of gear, hauling staging, handling hatches, etc.

4. Half time at the prevailing rate of wages to be paid the men for waiting when ordered out at 7 p.m. until 12 p.m., and when men are ordered out again

at 1 a.m., they must be paid full rate from that time until regular knocking-off time in the morning.

5. Double time to be paid the men at the prevailing rate of wages if required to work on Sundays and the following holidays, viz., Dominion Day, New Year's Day, Good Friday, Christmas Day, and that these Sundays and holidays shall constitute of 24 hours from midnight to midnight. Should any of these holidays fall on Sunday, and the following Monday be declared a holiday by the Government, such Monday shall be considered a holiday under this section.

6. No work to be performed on Labour Day.

7. Five cents per hour extra to be paid for sulphur in bulk and salt in bulk on week days, day or night, and *pro rata* on Sundays and holidays.

8. Any ship taking nothing else but deals after the discharge of her cargo shall be termed a deal boat. Any ship taking general cargo, and deals, shall be termed a cargo boat.

9. Fifteen (15) men to constitute a gang for loading and discharging cargo boats, except in the case of bulk coal overside into scows, or carts or cars, when the number of men in gang shall be thirteen (13), extra two men to be otherwise employed, and in the case of deal boats, the number of men per gang shall not be less than ten (10).

10. As a general understanding for the handling of cargo, so as to prevent any misunderstanding, the following is adopted:—

Pine and, or spruce deals, per sling, 14 pieces 3 inch.
Pine and, or spruce deals, per sling, 16 pieces 2 inch.
Where spruce and, or pine scantling or deals shall be slung together, not less than the equivalent of 14 pieces of 3 inch deals.
Pine and, or spruce, 1 inch, 31 pieces per sling.
Pine and, or spruce scantling, 20 pieces per sling.
Pine and, or spruce deal ends, 20 pieces per sling.
Sawn birch, per sling, 8 pieces 4 inch.
Sawn birch, per sling, 10 pieces 3 inch.
Sawn birch, per sling, 15 pieces 2 inch.
Sawn birch, per sling, 20 pieces 1 inch.
Flour, 140 lbs. sacks, 10 per sling, 5 per truck.
Flour, 280 lbs. sacks, 5 per sling, 2 per truck.
Flour, 98 lbs. bags, 15 per sling, 5 per truck.
Pig iron, large, 10 pieces per sling, 10 pieces per truck.
Pig iron, small, 15 pieces per sling, 15 pieces per truck.
Salt, in bags, 5 bags per sling, 5 bags per truck.
Coal, in bags, 5 bags per sling, 5 bags per truck, when stacked in shed, or when stacked outside shed and two men per truck. When discharged into lighters, 9 bags per sling.
Oilcake, 6 bags per sling, 3 bags per truck.
Axles, large, one per sling, one per truck.
Axles, small, two per sling, two per truck.
Car rims, one shall constitute a sling whether large or small.
Apples, in barrels, 6 per sling, 3 per truck.
Potatoes, in barrels, 5 per sling, 3 per truck.
Flour, in barrels, 5 per sling, 3 per truck.
Sugar, large, 5 bags per sling.
Sugar, small, 15 bags per sling.
Hay, 6 bales per sling.

11. No man shall stay in hold of any ship or vessel while grain is running.

12. All orders to the men must be issued through their respective foremen.

13. All freight when trucked outside between sheds must have two men to truck.

14. When working cargo out of one hatch and working winch of another hatch to handle same, a man be placed near the winchman to pass word from the hatchman to the winchman.

15. Thirty-five cents per hour by day or night during the winter season and 40 cents per hour, day or night during the summer season. 12½ cents per hour extra to be paid for handling bulk grain on week days. 25 cents per hour extra for handling bulk grain on Sundays and holidays, over the prevailing rate of wages on such Sundays and holidays.

16. Should the work on the steamer or ship begin during the summer months and continue into the winter months, or begin in the winter months and continue into the summer months, the schedule of wages for such steamer shall continue the same as at the beginning of the work until she is completed.

17. This agreement shall go into operation on the sixteenth day of November, 1913, and continue in force until December 31, 1914, and shall continue thereafter from year to year unless, or until, either party gives notice to the contrary at least thirty (30) days prior to the expiration of any calendar year.

The Board recommends that the Shipping Federation, the Federal Government, and the City of St. John co-operate in providing a shelter house at West St. John, in order that the men may be properly housed when waiting during nights. This recommendation is made on account of no means of transportation after 11.30 p.m. at nights from the west side of the harbour to the east side, where most of the men live.

(Sgd.) WALTER E. FOSTER,
Chairman.
(Sgd.) JOHN E. MOORE.
(Sgd.) J. E. TIGHE.

HON. T. W. CROTHERS,
Minister of Labour, Ottawa, Ont.

1. *Winter Schedule.* (*Week days.*) Rate per hour:—

35 cents for day or night work.
47½ cents for bulk grain, day or night.
70 cents for meal hours and overtime.
95 cents for grain, meal hours.
17½ cents for waiting time from 7 to 12 p.m.
35 cents for waiting and working time, 1 to 6 a.m.

2. *Winter Schedule.* (*Sundays and Legal Holidays.*) Rate per hour:—

70 cents for day or night work.
95 cents for bulk grain, day or night.
$1.40 for meal hours and overtime.

$1.90 for bulk grain, meal hours.
35 cents for waiting time, 7 to 12 p.m.
70 cents for waiting and working time, 1 to 6 a.m.

3. *Summer Schedule.* (*Week days.*) Rate per hour:—

40 cents, day or night work.
52½ cents for bulk grain, day or night.
80 cents for meal hours and overtime.
$1.05 for bulk grain, meal hours.
20 cents for waiting time, 7 to 12 p.m.
40 cents for waiting and working time, 1 to 5 a.m.

4. *Summer Schedule.* (*Sundays and Legal Holidays.*) Rate per hour:—

80 cents for day or night work.
$1.05 for bulk grain, day or night.
$1.60 for meal hours and overtime.
40 cents for waiting time, 7 to 12 p.m.
80 cents for waiting and working time, 1 to 5 a.m.

REPORT OF BOARD IN DISPUTE BETWEEN THE DOMINION COAL COMPANY AND COAL HANDLERS AND TRIMMERS.

The text of the unanimous report of the Board of Conciliation and Investigation in the above matter is as follows:—

St. John, N.B., November 19, 1913.

In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of the dispute between The Dominion Coal Company, Limited, (Employers) and the coal handlers and trimmers of St. John, N.B., Local 810, I.L.A., (Employees).

Dear Sir,—The undersigned members of the Board of Conciliation appointed in this matter beg respectfully to submit as follows:—

The Board held its first meeting on the thirteenth instant, and have held two sessions since that time. After going thoroughly into the various questions raised, the Board is glad to announce that it has come to an unanimous conclusion, and its recommendations are contained in the following sections:—

1. All men employed shall be members of the Coal Handlers' Union No. 810, I.L.A. If it is impossible to obtain sufficient men belonging to Local 810, I.L.A., non-union men may be employed until union men are available, but in no case can non-union men continue to work longer than to finish one ship.

2. The rate of pay shall be thirty-five (35) cents per hour for day and night work from November 18 to April 30 inclusive, and forty (40) cents per hour from May 1 until November 17 inclusive.

3. Waiting time to be paid for at full rate for first hour, and half rate for succeeding hours.

4. When work is suspended for want of cars or any other cause, the rate of pay shall be same as stipulated for waiting time in section 3.

5. Work done on Sundays, Good Friday, Christmas Day, New Year's Day, Dominion Day, and Labour Day, shall be paid for at double rate. Should

any of the holidays fall on Sunday, the following day shall be considered a holiday.

6. When men are taken away from the dock for work on scows, schooners or steamers, or any other vessels anchored in the stream only, they shall be paid from the time they leave the dock until they return, or if men are taken from one unfinished job to another full time is to be paid until the work for the day is completed or the job finished.

7. The day shift will commence at 7 a.m. and finish at 5 p.m. Meal hour to be 12 a.m. to 1 p.m. Night work will commence at 7 p.m. and finish at 5 a.m. Meal hour to be from 12 midnight until 1 a.m., unless men be given an opportunity to get their meals in the hour immediately before these hours, day or night.

8. When men start to work for the night shift they shall receive regular pay until 12 midnight if work ceases at or before 11.30 p.m. If work commences at 1 a.m. or after that time, and ceases before 5 a.m., full time shall be paid from 1 a.m. until 5 a.m., except when work is discontinued through stress of weather.

9. All day work over the hour to the half hour to be booked as half an hour, and day work past the half hour to count as a full hour. This refers to the completion of the job, except where otherwise noted. The same procedure to be adopted in starting work where the start is not made at 7 a.m.

10. All work performed during the hour between 12 a.m. and 1 p.m., 5 p.m. and 7 p.m., 12 midnight and 1 a.m., 5 a.m. and 7 a.m., shall be paid for at double time for the prevailing rate for that day, except as provided for in section 7. This section shall not apply to men hauling scows.

11. All foremen must be members of the Coal Handlers' Union No. 810, I.L.A. All men are to be hired by the said foremen, strictly in accordance with section 1.

12. These rates and conditions to take effect on November 15, 1913, and to remain in force until 12 midnight December 31, 1914.

(Sgd.) WALTER E. FOSTER,
Chairman.

(Sgd.) JOHN E. MOORE.

(Sgd.) J. E. TIGHE.

To HON. T. W. CROTHERS,
Minister of Labour, Ottawa, Ont.

XIII.—APPLICATION FROM CERTAIN EMPLOYEES OF THE CANADIAN PACIFIC RAILWAY COMPANY, BEING MEMBERS OF THE INTERNATIONAL BROTHERHOOD OF MAINTENANCE-OF-WAY EMPLOYEES. — BOARD ESTABLISHED. — NO CESSATION OF WORK.

Application received—October 25, 1913.
Parties concerned—The Canadian Pacific Railway Company and certain employees, members of the International Brotherhood of Maintenance-of-Way Employees.
Applicants—Employees.
Nature of industry concerned—Railway.
Nature of dispute—Wages and company's interpretation of schedule of rules.
Number of employees affected—5,000.
Date of constitution of Board—December 5, 1913.
Membership of Board—Honourable Mr. Chief Justice Richard M. Meredith, London, Ont., chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. W. N. Tilley, Toronto, Ont., appointed on the recommendation of the employing company; and Mr. Henry Irwin, Portage la Prairie, Man., appointed on the recommendation of the employees concerned.
Reports received—January 21, 1914.
Result of inquiry—Report of Board was accompanied by a minority report signed by Mr. Irwin. The majority report contained a recommendation to the effect that both sides should withdraw for the present their claims. This recommendation was subsequently agreed to by both parties concerned.

The Minister received, on January 21, the report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the Canadian Pacific Railway Company and the maintenance-of-way employees on its entire system, to the number of 5,000. The report was signed by the Honourable Mr. Justice R. M. Meredith, of London, Ont., chairman, and by Mr. W. N. Tilley, of Toronto, member appointed on behalf of the company. A minority report was received the same day from Mr. Henry Irwin, member appointed on behalf of the employees. The matters in dispute grew out of a demand on the part of the employees for a general increase in rates of pay and certain amendments in the existing schedule of rules.

The Board, in its report, stated that it had brought representatives of the parties concerned together in Montreal for the purpose of effecting, if possible, an amicable settlement, but that all efforts to this end had been unavailing. In conclusion the Board, having regard to the existing conditions, recommended that the claims on both sides should be withdrawn, or if that were not done that no change in the scale of wages or in any of the rules should be made then or during the current year. The chairman attached to the report a statement of the reasons which had led him to the above conclusions. Mr. Henry Irwin dissented from the conclusions of the majority report, and from the reasons on which these findings were based. Mr. Irwin recommended that the figures asked for by the maintenance-of-way employees should be reduced by 35 cents a day.

Letters were received in the Department from the employing company and the employees respectively, signifying their acceptance of the recommendation contained in the report of the majority of the Board that the claims on both sides should be withdrawn.

REPORT OF BOARD.

Following is the text of the Board's report:—

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Canadian Pacific Railway Company (Employers) and members of the International Brotherhood of Maintenance-of-Way Employees (Employees).

The Board of Conciliation and Investigation appointed in this matter have, as required by and in accordance with the provision of the above mentioned Act, the honour to report as follows:—

That its members met, for the first time, at the city of Toronto, on December 12, 1913, and, after each had duly taken the prescribed oath of office, proceeded to ascertain, as far as possible, the real character and extent of the claims made by the employees, and to consider the best mode of procedure to be adopted with the view to affecting an amicable settlement between the parties of all the matters in dispute.

It was then agreed, unanimously, that their next meeting should be held in Montreal, on December 19, 1913, with a view to a thorough understanding of the position taken by the employers in regard to the claims made upon them, and in regard to their counter-claim, and then to consider what succeeding steps would be most advisable in the performance of the Board's first duty, to leave nothing undone that might aid in effecting an amicable settlement between the parties, which they considered the main purpose of the enactment and their duties under it.

That meeting was held on the nineteenth, and continued on December 20, 1913, in Montreal, and at its conclusion it was unanimously agreed that the Board should meet again in Toronto on January 5, 1914, and bring both parties together, then and there, with the object of effecting such an amicable settlement, or, failing that, of hearing all that everyone concerned might desire to say upon the subject, with a view to making such recommendations as the Act provides for.

A free hand was given to the employees in regard to witnesses, and arrangements were made for the free passage of every person named in their behalf as a witness; the employers did not desire to summon any witnesses.

The meeting was held according to appointment, and was fully attended. Everyone interested who desired to speak in any way upon the subject was heard fully, and the meeting closed only after all had agreed in the view that everything had been said that usefully could be said upon the subject, and that no one desired any further hearing.

The Board was unable to bring the parties to any agreement. Under the circumstances it did not seem at all probable at any time after the real position taken by each had been ascertained, that that could be accomplished. The employees would not withdraw their claims, nor accede to the counterclaim, and the employers would not agree to any increase in wages at the present time.

SESSIONAL PAPER No. 36a

The matter of the claim of the employees, respecting one of the rules now in force, was a minor one, which might readily have been adjusted if the parties could have come to any agreement on the question of wages. The proposal of the employers to substitute new rules for those now in force upon their line is an important one.

Having failed to effect a settlement between the parties—under all the circumstances existing at the present time, such as the general financial stringency, pending claims respecting freight rates, which, if granted, may very appreciably reduce the employers' earnings, the number of persons at present out of employment, and likely for some length of time to be out of employment, not merely by reason of the general business stringency, but also by reason of the necessary discharge from time to time of many men who have been employed in railway construction upon the greater railway lines nearing completion, and who would be to some extent trained in the work in which the claimants are employed, "maintenance-of-ways," the rates of wages paid to all other members of the same Brotherhood on the other greater Canadian as well as United States of America railways; the probable new legislative benefit to employees at the cost of the employers, in cases of accident, and to the wages and other incidental advantages which the employees now have, and notwithstanding that there has been some increase in the cost of living to the claimants, as well as to the rest of us, since they agreed upon the present scale of wages in the year 1911—the Board recommends that the claims on both sides be withdrawn for the present, and that, if that be not done, that no change in the scale of wages, or in any of the rules, be made at the present time, or in the current year.

The chairman has attached hereto a statement setting out the reasons which have led him to these conclusions.

All of which is respectfully submitted.

Dated at Toronto, January 14, 1914.

(Sgd.) R. M. Meredith,
Chairman.

(Sgd.) W. N. Tilley.

To the Honourable the Minister of Labour,
Ottawa, Canada.

CHAIRMAN'S STATEMENT OF REASONS.

A memorandum was received from the chairman giving his reasons for the foregoing report, as follows:—

It seems to me that the actual report of the Board should be as much to the point, and as concise, as possible, to be supplemented by the reasons of any member who cares to state the reasons for his conclusions; reasons written not as an argument in support of such conclusions, but as a full and frank statement of the grounds upon which he has proceeded, so that it may be open to all concerned the better to form a true opinion of the justice of such conclusions; and accordingly I shall now proceed to give my reasons:—

The International Brotherhood of Maintenance-of-the-Way Employees, as their name indicates, are an association of workmen engaged in the maintenance of the roads of railway companies generally, and an association created and

existing for the purpose of advancing its members' interests in such employment. The members of that Brotherhood employed by the Canadian Pacific Railway Company are numerous; more than half, it has been said, of all the men so employed upon this railway, though there has been no proof, nor any definite assertion, as to the actual proportion. And it is the members of that Brotherhood, so employed, who make the claims now under investigation by this Board.

These claims are for: (1) a very large increase in the wages paid to all of them; and (2) the alteration, or interpretation, of one of the rules of the service, which came into operation a good many years ago, so as to curtail the company's power under it.

It is practically conceded that the increase of wages claimed is far too much; and it is obvious that such increases as are set out in the written claim now before us would be very unreasonable; but that is no reason why the Board should not recommend a reasonable increase if it would be just to do so. The question is not whether too much has been claimed, but is, what is reasonable?

Wages ought to be such as are a reasonable compensation for the services rendered; I speak of course in a general sense. There may be special reasons for giving more and for accepting less. But in such a case as this, that which is just is only to be considered. Neither employee nor employer is asking favours from the other.

There is no difficulty in stating what is the true measure of wages; it is that which I have stated, compensation; the difficulty lies in the proof of the value of the services. One test, and ordinarily speaking the best test, is, in such as case as this: For what sum could the employer have the work as well performed by others as it is by those seeking higher wages; what would it cost to fill their places as well, for the employers' purposes, as such places are now filled?

Upon this question, the claimants have not given any evidence, but have based their contentions mainly upon these grounds: (1) increased cost of living; (2) the need and the advantage of having experienced good men in their positions; (3) the risks which they run; (4) the fact that this company has always paid the highest rates of wages; and (5) that they seem to be able, financially, to pay increased wages.

These all are, of course, things to be taken into consideration in endeavouring to find a true answer to the question: What is the true value of the services rendered? But I cannot think that it can be reasonably contended that anyone, speaking generally again, is entitled to demand any more than others, equally capable and willing, are ready to do the same work for. And that is a rule which, as it seems to me, applies to all employees, from general manager to labourer, and to all classes of work, whether on the bench, in the counting-house, or elsewhere.

That everyone ought to be able, by the work of his own hands or head, to earn a comfortable living in this country, there is no doubt; and in the more than three score years in which I have lived in it I have not known of a single instance in which, with average capacity of hands or head and willingness to work, not offset by any evil habits or other diverting thing, that was not so eventually. And, as often as the opposite, it was those who did not earn the highest wages that soonest owned a home of their own and who brought up sons and daughters now occupying enviable positions in the community.

But coming back to the particulars of this case, it is important to state that in the year 1911 a scale of wages and a set of working rules were agreed upon between the brotherhood and the company, and that agreement, as it seems to me, affords a reasonable starting point for considering what are fair wages

and reasonable rules between the same parties two and a half years or so afterwards—in January, 1914. In making that agreement, all the considerations that the claimants now urge were involved and taken into consideration; but that which was agreed upon as reasonable and fair then may, of course, be unreasonable and unfair now; proof that that is so should, however, rest upon those who assert it now in claiming more.

And really the only substantial proof offered by the claimants is proof of increase in the cost of living since that time, a fact of which I think we can all take notice. What the real increase between July, 1911, and the present time is, has not been well proved; it would be very difficult, if at all possible, to prove it exactly as affecting the, possibly, 5,000 to 7,000 or more men who are engaged, permanently and temporarily, in road work on the railway in question. But if that alone regulated the rate of wages, and there were no countervailing causes, there would be no very great difficulty in finding approximately the rate of increase out of the mass of inquiries and information upon the subject generally accessible.

The increased cost of living is, unfortunately, a thing that seems to thrive upon itself: the increased cost of living requires higher wages, and higher wages increase the cost of production, and the increased cost of production causes increased cost of living.

Both parties to this investigation aid much, indirectly, in increasing the cost of living in making and improving the great highways, which the one owns, and the other helps to maintain in high efficiency, giving to every producer, substantially, a market in all parts of the world, instead of as, in the early days, only in his own neighbourhood. Those of us who have known the going price of the whole carcase of a sheep, less the hide, to be from 50c to 75c, of a fine goose 25c, of eggs 4c a dozen, and cheese 6c a pound, know the difference between prices with markets the world over and prices with markets less accessible even in the same province. The vast difference is made palpable to all in one of many instances, that affecting our own fish, the best of which are now rarely seen in our own homes because of transportation facilities which enable the greater markets in foreign lands to outbid us.

So that one very effectual—but impossible practically—remedy for high prices of Canadian products would be cutting off the outgo to all outside markets; whilst the most effectual way of raising wages—and perhaps the only very effectual way—would be the cutting off of all the income of wage-earners from without. It is easy to make Canada a cheap country to live in; you have only to reverse the customs' duties—take them off the imports and put them on the exports; but that, and some other things, would make the country "cheap" indeed in things infinitely more essential to its welfare. Individual, and every sort of class advantage must give way to the public good. But these are of course merely observations by the way, indicating in a measure the complex character of any accurate enquiry into the subject of the increase, from time to time, in the cost of the necessaries and comforts of life. High prices, like ill-winds, however, blow someone good; the producer is having his innings.

The employers' answer to the claim for increased wages was mainly: (1) that the claim made was really too extravagant and unreasonable for serious consideration; that it would involve an additional cost to the company of $3,000,000 a year in this one branch of its many burdens; (2) that the wages now paid are liberal, higher than paid on like roads; whilst the additional advantages given to their roadmen are exceptionally advantageous in respect of (a) pensions, (b) care of the injured, (c) holidays on full pay, (d) houses at low

rental, and (e) liberty to cultivate the company's land along their tracks for the workingman's own benefit.

It has not been denied that the company's terms were fair, if not liberal, better, generally speaking, than those prevailing on other railways; but it was contended that, notwithstanding all this, the time had come for increased wages, because of the increased cost of living.

And so the question of what is done on other similar railways, and whether there ought not to be uniformity as far as reasonably possible, regarding pay, conditions, and rules, on all of the greater Canadian railways, was pointedly raised.

Upon that question there seemed to be, in the end, no substantial difference of opinion; there hardly could be. It would be difficult to understand why one equally capable member of the same Brotherhood, doing the same work, should be paid less, or be under greater disadvantages in any way in his service, than another, simply because one happened to be employed on one railway and the other upon another. So too, it would be hardly in the public interests that the better men should flock to one railway for better terms, leaving other like railways in the care of inferior men. There is of course nothing in the law to prevent one company outbidding another, or others, for the best workmen; but it would be quite a different thing to compel any particular company to bid for all the better men in any such way. So, as I have said, it seemed to be considered on all hands that these things should be as uniform as practically possible—standardized as it was called.

The Brotherhood was quite within its legal rights in adopting such tactics as it thought best to attain its object—the highest wages possible; but it might be well to consider the question, whether its purposes would not be better served in making a demand, reasonable rather than unreasonable, as to the amount of increase in wages; as well as, whether it would not be wiser to attempt, in the first place, to bring the wages of those employees who are getting less up to that of those who are getting more, for the same services, under different employers. It was said that the other employers are not as well able to pay, but every great railway company is able to pay reasonable compensation for the services of its workmen; if they were not they should not be in business. Let me, however, add that though the tactics employed may breed resentment in some minds, as they undoubtedly have, they have no effect upon anyone long accustomed to determine the legal rights of litigants. With me the whole question in regard to wages is: Are these employees entitled to an increase from their employers; and, if so, how much?

Starting then on the basis of the agreement of 1911, when all such things as the character of the work done, and of the character of the men doing it, were of course urged and taken into consideration, the one ground upon which this claim for higher wages can be rested is the increased cost of living, as it affects these claimants. That, as I have said, is a very reasonable ground for the making of such a claim; but it does not follow from that that the wages of all of us, who are all wage earners, whether our pay is spoken of as a salary or as wages, should increase in proportion automatically. It is but one, though an important one of many things which must have weight more or less, in considering what sum is a reasonable compensation for the services rendered. What are their real money value; and that, as I have already said, is best ascertained in a true answer to the question: For what sum can the man who pays for them get them performed? If the pay of all of us were automatically increased in proportion to our increased cost of living, it would be difficult to

keep down the cost of living; and if pay increased accordingly it ought to decrease accordingly.

But, notwithstanding these considerations, if the conditions affecting the matter were otherwise than as to the cost of living, the same as when the agreemen of 1911 was made, I would be in favour of recommending some increase, though nothing at all approaching the amount demanded, which, at the least, seems to be a dollar a day to all of the 6,000 or 7,000 men employed upon the ways and considerably more to many of them through a proposed re-grading of them in some of the branches of the service.

Before referring to the different conditions now prevailing, it is well to say a word upon the question: Where is the money to come from if the increased wages are to be paid? Out of whose pocket must it come?

Not out of the company, because that is a mere name.

Not out of the employees of the company who are opposing this application —those who fill the higher offices in the service of the employers. They are but fellow servants with the claimants, each one of whom, from the highest to the lowest, is in a sense a trustee for their employers, bound, in law as well as in morals, to aid, in his own sphere—whether little or much—in the efficient maintenance of the road, and in the protection and advancement of its owners' interests in it. And so they, too, instead of paying out any money, might demand more for the same reason—increased cost of living.

Not out of the public, which generally has, sooner or later, to stand the brunt of these things; on the contrary, the public, as far as it at present seems to be interested, is, at the present moment, endeavouring to reduce the earning of the company in cutting down the freight rates; and there are always with us those who agitate for a large reduction of passenger rates—the advocates of two, instead of three, cents a mile.

It is not right for anyone to shut his eyes to the fact that those who must pay are the shareholders, the real owners of the railway; nor to the fact that they are very many, some doubtless women and children, upon whom the pinch of the increased cost of living comes with greater severity than upon the rest of us, who are physically and mentally capable of earning our living anywhere. The homely adage "live and let live" applies to all alike.

Then as to changed and changing circumstances now existing: There was not in the year 1911 an impending application to a judicial body having power to give effect to that application to cut down, very materially, the earning power of the company.

There was not in the year 1911, as there is now, a severe financial stringency, which, increasingly, makes harder times on all hands.

There were not in the year 1911, and especially in the summer season, when the last agreement was made, many men out of and eagerly seeking employment, as there now are, especially in the more westerly provinces.

In the year 1911, and especially in the summer time, the work of construction of the great transcontinental railways was not coming towards its end, as it now gradually is, with the consequent putting out of employment of very many men who, in the work of construction of such railways, must have had that experience which would train them, in a measure at least, for the duties of "maintenance-of-the-way employees"; so that, for some length of time to come the supply of men competent for the position which the claimants now occupy is likely to be much greater than the demand.

At the present time the Brotherhood has, I understand, accepted a unanimous Conciliation Board report in favour of the promise, by a like company, of a new scale of wages, to be announced on or before the first of March next, and

to new working rules already agreed upon; and the employers in this case are willing to give to the claimants the same wages under the same rules, when the new scale of wages had been announced, if the claimants prefer them to the wages and rules which they now have, and so bring about equality in the Brotherhood, and "standardization."

At the present time it seems probable that, through legislation in the Province of Ontario employees shall this year receive substantial benefit, in case of accidents, at the cost of the employer, and, if so, such benefits are likely to be spread in like manner in the other provinces.

None of these certain, and possible, advantages and disadvantages could have been taken into account in making the last agreement—in July, 1911; and they all, with the one exception of the increased cost of living, make against the claim, for increased wages and better terms under the rules, and outweigh that exception.

So that the claim now made by the employees comes on for consideration by this Board at a time singularly unfortunate for them in pressing it; and, I can have no doubt, that the interests of all concerned would be best served by withdrawing the claim, and allowing matters to remain in the same state as they have been since the year 1911, until conditions are more favourable to the claimants.

It is certainly not an advantageous time for making an agreement of any permanency; and continuous agitation, either to increase or decrease wages is against the public interests, as well as against the interests of employer and employee alike.

And the policy of the legislation, under which we are now acting, was not to foster, or encourage disputes, but was to settle them and to settle them in as lasting a manner as possible.

So, too, the present time is not one for inviting reprisals. It is no more than human if employers, when they feel that they have been unjustly dealt with, endeavour to counteract an increase of wages by a decrease of wage-earners, or by other lawful means; and, assuredly, under existing circumstances, especially as long as the winter lasts, no reason, or excuse, should be given for increasing the number of men now out of employment. All will agree that everything possible should be done to induce every employer, in every calling and everywhere, to retain his full staff of employees, even if that may make it needful to retain them on "short-time"; so that, as far as can be, the stress of the times, such as unquestionably there is to some extent, may fall as evenly as possible on all alike.

Some of the things that carry weight against the employees' claims may be ended in thier favour belong long; all of them are likely to be made plainer, one way or other, during the present year; whilst they are in doubt decisive action, one way or other, cannot be advisable, and, if it had to be, must be adverse to the claim.

Nor is any great harm being done in the meantime; the claimants in this case are, and have always been, receiving the highest rate of wages under the best terms obtainable by any "maintenance-of-ways employees"; they are "taken care of" in case of bodily injuries or accident; receive, in due course, the benefits of a pension paid entirely by the company out of its own funds; have a fortnight's leave of absence a year on full pay; have some free transportation facilities; can have as much of the company's lands along its track as they wish to cultivate themselves for their own benefit, a privilege the benefits of which ought to be taken much greater advantage of than it seems to have been in the past; and the company is now active in constructing more

dwelling houses for the use of their men, at a low rental, an advantage of considerable worth, and one which, with the cultivation of the land, I cannot but think a valuable one, and a system which the more general it becomes must become the more mutually beneficial.

Under all these circumstances, if the parties will not by mutual consent withdraw for the present all claims made before this Board, there seems to me to be but one thing which this Board can wisely and justly do: recommend no action upon the claims of the employees, on the counterclaim of the employers, for the present, or during the current year.

After our proposed report was drafted, and seen by those representing the employees, the Board was requested, in their behalf, to recommend only that no change be made for the present, leaving out the words "or in the current year." But I cannot think that would really be even in their interests. If they accept the report without such words, it would not be reasonable for them to apply again as long as present conditions exist; and present conditions, in some of their more important respects, may last, and some are likely to last for more than a year. It would be unreasonable to leave it open to either employer or employees to make another application under the Act at once, and so keep up continuous agitation. So, too, it would be unfortunate to have a contest at once over the question whether or not present conditions continue. It seems to me to be much better, from all points of view, to name a definite time; and, having regard to all things, the current year can hardly be deemed too long.

But it was contended that "the current year" really meant a year and a half, because, under some agreement between the company and the men, application for increased wages could be made only during certain months of any year. That circumstance, however, cannot prevent an application being made during any year, for an increase or decrease, or change of the rules, on either sides, to begin on the first day of the following year. The plain words of the report cover only a change during the present year; it does not extend, directly or indirectly, a day beyond that; but if the report be accepted it would be unreasonable to apply again until some substantial change in "present conditions" takes place.

And at the same time—the last meeting of the Board—it was again vigorously urged that, as increased wages had been given by the company to some of the employees during last year, "present conditions" should not be considered a good reason for delaying this application.

But when fully investigated, and given its logical result, that contention does not help but really makes against those who urge it.

The only instance of an increase of wages, of which any evidence was given before us, was that of the company's locomotive firemen; given, it was said, last December, before the effects of the stringency of the times had developed as much as they have now. Some slight reference was made to increases much earlier in last year; but then "present conditions" did not exist.

It should be obvious to everyone that the circumstances which call for an increase of wages to one trade may not at all affect another, or may indeed have the opposite effect. Each must stand or fall upon its own circumstances. And so, whenever such an increase is relied upon, evidence should be given of all the circumstances of that particular case, so that it may be made to appear whether it really has any application to the case in hand, and if so, to what extent.

No such evidence was given in any instance; it was merely stated that the firemen had received an increase; and in answer to that statement it was said that the firemen's increase was given because, having regard to the wages paid

to other men in the like work upon the other railways in the United States and Canada, as well as upon this railway, and to the wages paid to firemen on other railways, these firemen were getting less than their fair share; that, in order to bring all such men to one "standard," their wages had to be, and were, increased. And this statement was not denied, or called in question in any way.

So that very material differences between the two cases are obvious, for instance:—

These firemen were getting less than other men in the same and the like work, and their increase was made with a view to that desirable end, "standardization"; whilst these "maintenance-of-way employees" are getting the highest wages and best terms now given, their brothers, in the same Brotherhood, are getting less on other railways. To increase them would be to give to him that has, and to get further away from "standardization." I cannot but think that would be beginning at the wrong end.

Again, just an instance, the conversion of the new transcontinental roads from roads in construction into roads in operation—a very important circumstance in present conditions—must help firemen and other men engaged in the operation of trains, in the demand for such men that such operation must create; but, on the other hand, must be equally detrimental to maintenance-of-way men in the necessary discharge in large numbers of men who have been engaged in the construction work; men capable, or who soon could be made capable, in maintenance-of-the-ways work.

But, again, there is an instance much more in point than that of the firemen; a case of maintenance-of-way men; and of an application by the Brotherhood for increased wages to such men, and of an investigation by a Board, such as we are, and the unanimous report of that Board on that application. So that that case is quite the same as this, except that it was against another of the greater Canadian railway companies, and one which, it was said by the claimants in this application, is not as well able to pay as the railway company involved in this investigation.

Upon that application a set of working rules was agreed upon, and the promise of the company to give increased wages, on a scale to be announced on or before the first day of March next, was unanimously accepted; that scale of wages when announced, together with the rules applicable to it, the employers in this case are willing to adopt; and so take a long step towards "standardization," as well as toward putting all men in the one Brotherhood on an equality. But the employees in this case are not now willing to accept that position; they ask to be put further away from "standardization," and further away from equality with their brothers, brothers who are doing just the same work, and no one has said they are not doing it quite as well.

In these circumstances, to protest so much about the firemen's increase, and to ignore so much their own application and the unanimous result of it, seems to me to be altogether unreasonable.

It is but fair and proper for me to make acknowledgment of the great assistance given to the Board by my fellow members upon it. A chairman is fortunate in having, upon one hand, one whose legal training and experience has well fitted him for dealing in a judicial manner with every material matter that could come before us; and, in addition to that having, by reason of his experience as counsel for this and other railway companies, a special knowledge of matters of more or less consequence in the investigation of any such case as this. And, on the other hand, one who is not only an officer in the Brotherhood, but also one of the company's employees making this claim, and so es-

pecially well informed regarding every fact that could weigh in favour of the claim; and especially qualified to say all that could be said in favour of the employees, and one also who was always willing to give to the Board the fullest information, in the most frank and straightforward manner, regarding any and every material fact or circumstance, the accuracy of which was invariably shown on verification.

So that the Board was, at all times and in all things, under the most favourable circumstances for reaching a just and true conclusion; which, I am fully convinced, they have reached.

TORONTO, Canada, January 14, 1914.

MINORITY REPORT.

The minority report of Mr. Henry Irwin is as follows:—

HON. R. M. MEREDITH, Chairman of Conciliation.

DEAR SIR,—I beg to acknowledge receipt of report of the majority dealing with the matter of a dispute between the maintenance-of-way employees on the C. P. Ry. and the employers, the C. P. Railway Company, also a copy of your reason for such a report, all of which I have considered carefully, and have not the slightest hesitation in submitting a dissenting report from your opinion and reasons as expressed and implied in that report.

The report deals with several points not discussed at any time before the Board. The probabilities mentioned here do not help the men's present needs, more especially when it was clearly proven that the cost of living had increased since the men received their latest increase, viz., 1910-11.

This is admitted in the report. It is quite clear that your report simply says to the men: you made a mistake; you are governed by the labour market; you may get something along the lines of legislation; the financial stringency affects you; the freight rates may be reduced; wait a year, things may be better. My position is this: that the men are justly entitled to an increase; the purchasing power of their dollar has decreased considerably.

To make wages depend on the law of supply and demand, as in the case of commodities such as wheat, oats, or barley, is an opinion being relegated to where it properly belongs, certainly not to this enlightened time. Other countries have adopted the principle of legislating a minimum wage to every man; conciliation should adopt the same principle of a minimum wage, the necessary amount required to live on.

No more potent factor than this report is required to awaken the men to a need of their meeting this opinion.

Instead of conciliating, my opinion is that this report will widen the breach between the men and the company, and the responsibility of creating such a situation cannot be charged to me. As a conciliator, my position was to deal with points in dispute in the application, the increase of wages and interpretation of a rule.

The men's grounds for the increase asked for were:—

1st. Ability to pay;
2nd. The increased cost of living; and
3rd. The fact that the men had never received a rate in keeping with the responsibility of their position.

The ability to pay was never questioned. The increased cost of living is admitted in the report, the abundant argument produced to maintain the question of responsibility.

There is no financial stringency so insistent as that which exists among the maintenance-of-way employees of the company. There is no company that can so well afford to relieve that stringency as the C. P. R. Company, and there is no pending legislation that can meet this stringency.

The freight rates being reduced would affect the company's earnings, but they are not reduced yet, and may not be, but those earnings could stand considerable reduction by reduction in freight rates, as well as the amount necessary to give an increase to these employees. It was shown that other employees received increases in 1913, despite all the probabilities of the report, including the financial stringency, which was much more evident than at present.

The condition of the labour market has nothing to do, in my opinion, with men who are not receiving adequate rates to live on.

The reasons given in the report, coupled with the fact that no less than four classes of employees received increases from this company in 1913 (two of them agreed to no later than December, 1913), tends to irritate rather than conciliate the situation.

The attempt to bind the men down to exist under the present conditions for the current year is a new feature, thus preventing the men, if possible, from taking advantage of the probabilities recited in the report being accomplished during the current year.

The report does this with a full knowledge that the rules, which are not disturbed by the report, reads that no change in the rules or rates shall take place without sixty days' notice being given between the first day of May and the first day of November in any year, which means at least July, 1915, before the men could meet the company regarding a new schedule of rates or rules. If this report was possible of acceptance by the men, notwithstanding the fact that both parties may do as they choose after these reports are in the hands of the department, there would not be much choice on either side against an unanimous report.

I, therefore, as stated above, emphatically dissent from the report, and say that the increase asked by the claimants be reduced by thirty-five cents per day. This is done with a view to conciliate, and without prejudice to the men's claims.

Yours very truly,

(Sgd.) HENRY IRWIN.

XIV.—APPLICATION FROM MACHINISTS AND BOILERMAKERS, MEMBERS OF LODGES NOS. 484 AND 559, INTERNATIONAL ASSOCIATION OF MACHINISTS, AND LODGE NO. 529, INTERNATIONAL BROTHERHOOD OF BOILERMAKERS AND IRON SHIPBUILDERS, EMPLOYED BY THE GRAND TRUNK PACIFIC RAILWAY COMPANY. — BOARD ESTABLISHED. — PROCEEDINGS UNFINISHED AT THE CLOSE OF THE FISCAL YEAR.

Application received—November 20, 1913.

Parties concerned—Grand Trunk Pacific Railway Company and machinists and boilermakers, members of Lodges Nos. 484 and 559, International Association of Machinists, and Lodge No. 529, International Brotherhood of Boilermakers and Iron Shipbuilders.

Applicants—Employees.

Nature of industry concerned—Railway.

Nature of dispute—Wages and conditions of employment.

Number of employees affected—Directly, 700; indirectly, 1,000.

Date of constitution of Board—December 6, 1913.

Membership of Board—Honourable Mr. Justice A. Haggart, Winnipeg, Man., chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Wm. Cross, Winnipeg, Man., appointed on the recommendation of the employing company; and Mr. Thos. J. Murray, also of Winnipeg, Man., appointed on the recommendation of the employees concerned.

The investigation by the Board had not been completed at the close of the fiscal year. The report, received early in the new fiscal year, found in favour generally of the contentions of the employees, but was not accepted by the company.

XV.—APPLICATION FROM MARINE WAREHOUSE FREIGHT CHECKERS, MEMBERS OF LOCAL NO. 825, INTERNATIONAL LONGSHOREMEN'S ASSOCIATION, EMPLOYED BY CERTAIN STEAMSHIP COMPANIES TRADING TO THE PORT OF ST. JOHN, N.B., COMPRISING ALLAN LINE, C. P. R. STEAMSHIP AND RAILWAY LINES, HEAD LINE, FURNESS AND MANCHESTER LINES, NEW ZEALAND SHIPPING COMPANY, ELDER DEMPSTER & COMPANY, ROBERT REFORD & COMPANY, DONALDSON LINE, C. N. R. LINE, AND RED CROSS LINE.—BOARD ESTABLISHED.—UNANIMOUS REPORT BY BOARD.—NO CESSATION OF WORK.

Application received—December 12, 1913.

Parties concerned—Certain steamship companies trading to the Port of St. John, N.B., comprising Allan Line, C.P.R. Steamship and Railway Lines, Head Line, Furness and Manchester Lines, New Zealand Shipping Company, Elder Dempster & Company, Robert Reford & Company, Donaldson Line, C.N.R. Line and Red Cross Line, and marine warehouse freight checkers, members of Local Union No. 825, International Longshoremen's Association.

Applicants—Employees.

Nature of industry concerned—Shipping.

Nature of dispute—Wages, hours, and conditions of employment.

Number of employees affected—Directly, 225; indirectly, 1,600.

Date of constitution of Board—January 8, 1914.

Membership of Board—Mr. G. Fred Fisher, St. John, N.B., chairman, appointed on the joint recommendation of the other members of the Board; Mr. Jos. R. Stone, St. John, N.B., appointed by the Minister in the absence of any recommendation from the employing companies, and Mr. John E. Moore, also of St. John, N.B., appointed on the recommendation of the employees concerned.

Report received—February 7, 1914.

Result of inquiry—A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute. The award was declared acceptable to the employees concerned, but was not accepted by the shipping companies. No cessation of work occurred.

The Minister received, on February 7, the report of the Board of Conciliation and Investigation appointed on behalf of the freight checkers, members of Marine Warehouse Freight Checkers' Union, Local No. 825 of the International Longshoremen's Association, employed by certain steamship companies trading to the Port of St. John, N.B., namely, Allan Line, C.P.R. Line, Head Line, Furness and Manchester Lines, New Zealand Shipping Company, Elder Dempster & Company, Robert Reford & Company, Donaldson Line, C.N.R. Line, and Red Cross Line. In the application it was stated that the number affected was 225 directly and 1,600 indirectly, also that the dispute related to wages, hours, and conditions of employment.

One of the Board's recommendations for the settlement of the dispute was that the wages of checkers should be 27 cents an hour for day or night work, and that head checkers should receive 30 cents an hour. Recommendations were also made regarding the question of hours, compensation for overtime and holidays, and various conditions of employment. The Board further recommended that

in case these recommendations should be adopted by the parties to the dispute the agreement should take effect on February 1, 1914, and run concurrently with one existing between the steamship companies and the longshoremen, terminating at the end of any calendar year on thirty days' previous notice having been given in writing by either party.

The Department was informed that the findings of the Board were acceptable to the employees concerned. The shipping companies declined to accept the award. No cessation of work occurred.

REPORT OF BOARD.

Following is the text of the Board's report:—

In a dispute between the Marine Warehouse Freight Checkers' Union, I.L.A. 825, at the Port of St. John, N.B., employees, and the following ocean-going steamship lines, employers: Allan Line, C.P.R. Line, Head Line, Furness and Manchester Lines, New Zealand Shipping Company, Elder Dempster & Company, Robert Reford & Company, Donaldson Line, C. N. R. Line, Red Cross Line.

Hon. T. W. Crothers, Minister of Labour.

Dear Sir,—In the matter of the Industrial Disputes Investigation Act of 1907, and the establishing of a Board of Conciliation for the settlement of the above named dispute, the undersigned members of the Board beg to report as follows: That the demands made by the Checkers' Union, as set forth in the application, were:—

(1) Wages to checkers to be $3.00 per day and $3.50 for night; wages to foremen, head checkers and assistant head checkers, $3.50 per day and $4.00 per night.

(2) Nine hours shall constitute a day's labour.

(3) Double time shall comprise Sundays and legal holidays, viz.: New Year's, Good Friday, May 24, June 3, July 1, Labour Day, Thanksgiving Day and Christmas.

(4) All steamship lines must supply a checker with each railway checker, whether on import or export cargoes.

(5) Any member of this union being ordered to report for duty must receive not less than a half day's pay, whether employed or not.

(6) The reinstatement of certain men who have been debarred from employment by the Canadian Pacific Railway.

(7) Several other matters of minor importance. Under this heading the representative of the Checkers' Union introduced—

(7) Half time extra (except on Sundays and holidays) to be paid for working in meal hours, and for time continuously following same.

(8) Each steamship company should adopt some system of notifying the men as to their being required for work on next day or night.

The Board, after arranging preliminaries, held nine sessions, commencing January 16, hearing ten witnesses from the Checkers' Union and two witnesses from the steamship companies.

The companies, for reasons given prior to the appointment of the Board, took no part in the proceedings, and gave only such evidence as they were asked to furnish.

Some time was lost in waiting for an absent witness and in waiting for information from other sea ports.

After a large amount of discussion, a unanimous agreement was reached on the following terms of settlement:—

(1) That the rate of pay to checkers should be 27 cents per hour (day or night), and to head checkers 30 cents per hour.

(2) Hours for work to be the same as for longshoremen.

(3) Double time to be paid for work on Sundays and all legal holidays.

(4) When ordered for duty at 7 a.m., 1 p.m., or 7 p.m., and reporting for same, checkers and head checkers should receive not less than five hours' pay, whether employed or not.

(5) Half time extra (except on Sundays and holidays) to be paid for working in meal hours and for time continuously following same.

(6) Each steamship company should adopt some system of notifying the men as to their being required for work on next day or night.

In case these recommendations should be adopted by the parties to the dispute, the Board further recommends that the agreement take effect on February 1, 1914, and run concurrently with the one existing between the steamship companies and the longshoremen's union, terminating at the end of any calendar year on thirty days' previous notice having been given in writing by either party.

The members of the Board are very much pleased at having been able to reach a unanimous decision, and are hopeful that their recommendations will be accepted by the steamship companies and the Checkers' Union.

All of which is respectfully submitted.

(Sgd.) G. Fred. Fisher, *Chairman.*

(Sgd.) Joseph R. Stone.

(Sgd.) John E. Moore.

St. John, N.B., February 5, 1914.

XVI.—APPLICATION FROM MAINTENANCE-OF-WAY MEN, MEMBERS OF THE INTERNATIONAL BROTHERHOOD OF MAINTENANCE-OF-WAY EMPLOYEES, EMPLOYED BY THE CANADIAN NORTHERN RAILWAY COMPANY. — BOARD ESTABLISHED. — PROCEEDINGS UNFINISHED AT THE CLOSE OF THE FISCAL YEAR.

Application received—January 9, 1914.

Parties concerned—Canadian Northern Railway Company and maintenance-of-way men, members of the International Brotherhood of Maintenance-of-Way Employees.

Applicants—Employees.

Nature of industry concerned—Railway.

Nature of dispute—Wages.

Number of employees affected—Directly, 1,800; indirectly, from 3,000 to 4,000.

Date of constitution of Board—March 5, 1914.

Membership of Board—His Honour Judge R. D. Gunn, Ottawa, Ont., chairman, appointed on the joint recommendation of the other members of the Board; Mr. W. N. Tilley, Toronto, Ont., appointed on the recommendation of the employing company; and Mr. Henry Irwin, Portage la Prairie, Man., appointed on the recommendation of the employees concerned.

The investigation by the Board had not been completed at the close of the fiscal year. The report was received early in the new fiscal year, and while not formally accepted, appears to have been made a basis for working agreement, no cessation of work occurring.

XVII.—APPLICATION FROM MAINTENANCE-OF-WAY MEN, MEMBERS OF THE INTERNATIONAL BROTHERHOOD OF MAINTENANCE-OF-WAY EMPLOYEES, EMPLOYED BY THE GRAND TRUNK PACIFIC RAILWAY COMPANY. — BOARD ESTABLISHED.—AWARD ACCEPTED BY BOTH PARTIES.

Application received—January 9, 1914.
Parties concerned—The Grand Trunk Pacific Railway Company and maintenance-of-way men, members of the International Brotherhood of Maintenance-of-Way Employees.
Applicants—Employees.
Nature of industry concerned—Railway.
Nature of dispute—Wages.
Number of employees affected—Directly, 1,800; indirectly, 2,500.
Date of constitution of Board—January 30, 1914.
Membership of Board—His Honour Judge R. D. Gunn, Ottawa, Ont., chairman, appointed on the joint recommendation of the other members of the Board; Mr. F. H. McGuigan, Toronto, Ont., appointed on the recommendation of the employing company; and Mr. Henry Irwin, Portage la Prairie, Man., appointed on the recommendation of the employees concerned.
Reports received—February 23, 1914; February 26, 1914.
Result of inquiry—Report of Board was accompanied by a minority report signed by Mr. Irwin. The recommendations contained in the report of the Board were accepted by both parties concerned.

The Minister received, on February 23, the report of the Board of Conciliation and Investigation appointed to inquire into certain matters in dispute between the Grand Trunk Pacific Railway Company and its maintenance-of-way employees, members of the International Brotherhood of Maintenance-of-Way Employees, to the number of 1,800 directly and 2,500 indirectly. The cause of the dispute was stated in the application to be the employees' demand for increased wages, and that section foremen should be paid on the basis of an hourly rate, instead of a monthly rate, as at present.

The report of the Board bore the signature of the chairman and Mr. F. H. McGuigan. A minority report was also received in this matter on February 26, signed by Mr. Henry Irwin, the employees' nominee.

In its report the Board recommended that certain changes should be made in the existing schedule, and that the schedule should be amended so as to provide rates and hours for flagmen, signalmen and water service employees, the same to become effective from March 1, 1914. With regard to the section foremen's demand for payment on an hourly basis, instead of on a monthly basis, the Board recommended that no change should be made in the present system of employment of these men, but recommended that such foremen should be paid for all overtime or work performed outside of regular hours, except for care of switch or semaphore lamps, already provided for in the existing schedule. The Board stated further that after carefully considering the employees' claim for increased wages and the grounds urged in support thereof, having regard also to the state of the labour market and the rates paid for similar services on other railways in the same territory, it did not feel justified in recommending any changes in the rates of pay in force. Mr. Henry Irwin,

however, in his minority report, expressed the opinion that the acknowledged increase in the cost of living was a sufficient reason for a *pro rata* increase in wages.

The award was accepted by both parties concerned.

REPORT OF BOARD.

Following is the text of the Board's report:—

In the matter of the Industrial Disputes and Investigation Act and a dispute between the Grand Trunk Pacific Railway (Employers), and members of its maintenance-of-way men (Employees).

To the Honourable the Minister of Labour, Ont.

The Board of Conciliation and Investigation established by you on January 30, A.D. 1914, to enquire into and report upon the dispute outlined in the papers filed by the parties hereto, have, pursuant to appointment, met at the city of Toronto on February 17, A.D. 1914, and the following days, and, after hearing all the evidence and allegations by and on behalf of the said parties and their respective representatives, have the honour to report as follows:—

(1) The employees have proposed certain amendments to the regulations governing the employment of the above named employees, and, after full consideration, sections 1 and 2 of the present schedule are hereby struck out and the following substituted:—

Section 1. Permanent maintenance-of-way employees include all employees in the road, bridge and building, water service and signal departments who have been nine consecutive months or more in the service, or who have had nine months' cumulative service during the preceding two years; labourers in extra gangs, except those employed all the year round, will not be considered permanent employees.

Section 2. For all employees except track and bridge watchmen, signalmen (not employed as telegraphers), pumpman and pump repairers, ten hours shall constitute a day's work. Emergency work and work performed on Sundays, Christmas or New Year's Day shall be paid for at the rate of time and a half. If called for duty after regular quitting time at 6 p.m., a minimum of four hours shall be paid for—but nothing in this section, or schedule, shall prevent a mutual agreement to work continuously longer than ten hours at regular rates.

(2) The employees have requested, in their claim filed herein, that all section foremen be rated and paid by the day, instead of as at present by the month, but, after the best consideration your Board can give to this question they have to report that no change be made in the present system of employment of section foremen, but we do recommend that such foremen be paid for all overtime, or work performed outside of regular hours, except for care of switch or semaphore lamps, as provided in section 7 of the schedule.

(3) The Board have earnestly and carefully considered the claim made for the large increases in the rates of pay sought by the said employees, and the grounds urged in support thereof, but, having regard to the state of the labour market, the rates paid for similar service on other railways in the same territory, the Board beg to report that they do not feel justified in recommending any change in the rates of pay now in force.

(4) The Board further recommends that the schedule at present in force be further amended to provide rates and hours for flagmen, signalmen and water service employees, as indicated in the draft schedule filed with the general superintendent of the employers and the representative of the employees, and, when so amended, become effective from March 1, A.D. 1914.

(Sgd.) R. D. GUNN, *Chairman.*

(Sgd.) F. H. McGUIGAN,
For the Employers.

Dated February 21, A.D. 1914.

MINORITY REPORT.

The text of the minority report of Mr. Henry Irwin in this matter is as follows:—

TORONTO, February 23, 1914.

To the Honourable Minister of Labour, Ottawa, Ont.

SIR,—In the matter of a dispute between the Grand Trunk Pacific Railway and their maintenance-of-way employees.

I am dissenting, as a member of the Board of Conciliation, from the report of the majority of that Board in so far as the question of a general increase to the employees is concerned, as per paragraph 3 of said report.

It is asserted that the number of unemployed who can, and would, take the places of those who are working must be a factor in determining their wage. To me it is a conviction that this is an unfair position to place the men in, and one that sooner or later will have to be dealt with by those who are responsible for the unemployed situation. That men's wages should be governed by what the other fellow will do the work for, despite the soaring prices of life necessaries, makes the struggle of her who does the financing for the family's needs nothing short of cruel. Families must depend on wages. If those wages, in turn, are to depend on the condition of the labour market, while families increase, necessaries increase, and all the time the dollar is depreciating in power of purchase, it is surely a pathetic situation.

Paragraph 3 refers, also, to rates being similar for service on other railways in the same territory. This was admitted. Then, when increase of responsibility and increase of living is admitted, who is to start paying the adequate rate? If Conciliation Boards will not conciliate the situation, then it seems there is only one course for the men to take.

I have, in a former report, expressed my views. There need not be anything further added here, except to say that I cannot agree to the report of the majority, because it seems to me there is only one source from which those employees can look for reimbursement, and that is those who employ them. Consequently, increase in cost of living having been admitted, then a *pro rata* increase should have been given on this one point alone.

All of which is respectfully submitted.

(Sgd.) HY. IRWIN.

XVIII.—APPLICATION FROM EMPLOYEES OF THE BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY, BEING MEMBERS OF LOCAL DIVISIONS NO. 101 VANCOUVER, NO. 109 VICTORIA, AND NO. 134 NEW WESTMINSTER, AMALGAMATED ASSOCIATION OF STREET AND ELECTRIC RAILWAY EMPLOYEES OF AMERICA.—BOARD ESTABLISHED.—PROCEEDINGS UNFINISHED AT THE CLOSE OF THE FISCAL YEAR.

Application received—March 9, 1914.

Parties concerned—British Columbia Electric Railway Company and employees, members of Local Divisions No. 101 Vancouver, No. 109 Victoria, and No. 134 New Westminster, Amalgamated Association of Street and Electric Railway Employees of America.

Applicants—Employees.

Nature of industry concerned—Street railway.

Nature of dispute—Company's interpretation of certain sections of existing agreement.

Number of employees affected—Directly, 137; indirectly, 1,563.

Date of constitution of Board—March 27, 1914.

Membership of Board—Honourable Mr. Justice W. A. Macdonald, Vancouver, B.C., chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. John Elliott, Vancouver, B.C., appointed on the recommendation of the employing company; and Mr. Jas. H. McVety, also of Vancouver, B.C., appointed on the recommendation of the employees concerned.

The investigation by the Board had not been completed at the close of the fiscal year.

XIX.—APPLICATION FROM CONDUCTORS, BAGGAGEMEN, BRAKEMEN AND YARDMEN, MEMBERS OF THE ORDER OF RAILWAY CONDUCTORS AND THE BROTHERHOOD OF RAILROAD TRAINMEN, EMPLOYED BY THE CANADIAN PACIFIC RAILWAY COMPANY ON ITS WESTERN LINES.—PROCEEDINGS UNFINISHED AT THE CLOSE OF THE FISCAL YEAR.

Application received—March 31, 1914.

Parties concerned—The Canadian Pacific Railway Company and conductors, baggagemen, brakemen and yardmen employed on its Western lines, members of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen.

Applicants—Employees.

Nature of industry concerned—Railway.

Nature of dispute—Wages and conditions of employment.

A Board had not been established at the close of the fiscal year.

CASES WHERE PROCEEDINGS WERE UNFINISHED AT THE CLOSE OF THE FISCAL YEAR.

In addition to the applications received and disposed of prior to the close of the fiscal year, the following applications have been received concerning which proceedings were still pending on March 31, 1914:—

1. Application from machinists and boilermakers employed by the Grand Trunk Pacific Railway Company, the number of employees concerned being estimated at 700 directly and 1,000 indirectly.

2. Application from maintenance-of-way employees of the Canadian Northern Railway Company, the number of employees concerned being estimated at 1,800 directly and from 3,000 to 4,000 indirectly.

3. Application from certain employees of the British Columbia Electric Railway Company, the number of employees concerned being estimated at 137 directly and 1,563 indirectly.

4. Application from conductors, baggagemen, brakemen and yardmen employed by the Canadian Pacific Railway Company on its Western lines, the number of employees concerned being estimated at 3,000 directly and 2,700 indirectly.

IV.—JUDICIAL DECISIONS UNDER THE STATUTE.

During the fiscal year 1913-14 two cases under the statute came before the courts, one involving a constitutional point and eliciting a judgment of considerable importance.

I.

CONSTITUTIONALITY OF STATUTE UPHELD.

Briefly rehearsing the preliminary circumstances of this case, it may be noted that in August, 1911, an application was received on behalf of employees of the Montreal Street Railway Company for the establishment of a Board of Conciliation and Investigation. The application being held to meet the requirements of the statute to a reasonable degree, a Board was established in due course, being constituted as follows:—Judge Fortin, Montreal, Chairman; J. L. Perron, barrister, Montreal, for the company; Charlemagne Rodier, barrister, Montreal, for the employees. On August 15, as the Board was about to commence its inquiry, the chairman was served with a petition for a writ of injunction asking that proceedings before the Board should be forbidden by the courts as being *ultra vires,* the petition in question being presented on behalf of the Montreal Street Railway Company. The Board refrained from proceeding with the inquiry and the Department of Justice was requested by the Minister of Labour to guard the interests of the Department in the matter. On October 27 the chairman of the Board was served with a copy of a judgment of the Honourable Mr. Justice Charbonneau, of the Superior Court, Montreal, authorising the granting of a writ of prohibition against further procedure by the Board until final judgment had been rendered on points raised in its petition by the Montreal Street Railway Company, which, among other things, questioned the constitutionality of the Industrial Disputes Investigation Act, 1907, under which the Board had been established.

MR. JUSTICE CHARBONNEAU'S DECISION.

The text of Mr. Justice Charbonneau's judgment was as follows:—

> "The Court, after hearing the parties on the motion asking that a Writ of Prohibition be issued against the Defendant Board to prevent it from proceeding in the above mentioned matter:—
>
> "Considering that, among other means invoked by the Applicant in support of its request, it is alleged that the Industrial Disputes Act, 1907, is unconstitutional, and not within the power of the Parliament which passed it;—
>
> "Considering that, in spite of the opinion of this Court being against the claim put up by said Applicant on that point, it is in the interest of justice that this matter be further argued;—
>
> "Allows the issuance of the Writ asked for, and declares that the *statu quo* order granted on August 15, 1911, by the Honourable Mr. Justice Pagnuelo, and since continued, remains in force until final judgment."

JUDGMENT BY SUPERIOR COURT OF QUEBEC.

On November 11 judgment was given by Mr. Justice Lafontaine of the Superior Court on the further aspects of the case stated in Mr. Justice Charbonneau's decision. This judgment was rendered by Mr. Justice Lafontaine in the following terms:—

The Montreal Street Railway Company, Plaintiff, vs. the Board of Conciliation and Investigation et al, Defendant, and the Hon. T. W. Crothers, Co-Respondent.

The Court, after hearing the parties through their counsel, as well as their witnesses, on the merits of this case: after examining the procedure and exhibits produced, and after deliberating;

Whereas, the plaintiff asks for a "Prohibition Order" against the Board of Conciliation and Investigation composed of the Honourable Mr. Justice Fortin, Mr. Charlemagne Rodier and Mr. Joseph Léonide Perron, both barristers of the City of Montreal, appointed under the Industrial Disputes Investigation Act, 1907, to inquire into a dispute between said company and several of its employees, and against Valérie Langevin and J. A. Blouin, the applicants, who have asked for the appointment of said Board, giving as their ground the following two causes, to wit:—

1. That the said Industrial Disputes Investigation Act, 1907, passed by the Federal Government is unconstitutional, as the object matter of said Act is exclusively under the jurisdiction of the Legislature of this Province;

2. That the forms prescribed for the appointment of said Board have not been complied with, and the decision of the Minister appointing said Board is irregular and illegal.

A third ground, to wit: That the said Act does not apply in this case, and that the law that might apply was the Conciliation and Labour Act, concerning disputes relating to work on railroads, having been renounced at the hearing.

Whereas, the co-respondent, the Honourable the Minister of Labour, has answered with a plea which is a denial of the statement of action, and specially adds that the Board of Conciliation and Investigation not being an inferior Court subject to the supervision orders and control of the Superior Court, there is no cause for a "Prohibition Order" being issued in this case;

Whereas, the defendants Blouin and Langevin also put in a plea similar to the one put in by the co-respondent, the other defendants, members of said Board of Conciliation and Investigation, have made default and the other defendants have made default;

Whereas, the "Industrial Disputes Investigation Act, 1907," has for its apparent and ostensible aim the prevention of strikes, which are one of the manifestations, often troubling and irritating, and causing disorder from one end of the country to the other, of a social and economic condition existing throughout the Dominion, to wit: labour and capital; this condition, by its nature, effects and various and multiform manifestations, considerably surpasses the judicial nature and effects of relations between employers and employees resulting from the contract for the hire of labour: this economic and social condition extends beyond the limits of any locality and province and

extends indeed throughout the whole country, and is consequently of a general character, and not "of a purely local and private character in the province (sub-sec. 16 of sec. 92, British North America Act, 1867); the conditions produced by this social and economic fact, which is the subject matter of said law, cannot come under section 92 of the B.N.A.A. or of any of its provisions, and, particularly can be classed neither in the subject matter mentioned in sub-section 13, relating to private property and civil rights in the province, nor in sub-section 14, relating to the administration of justice or the creation, maintaining and organization of court in the province, nor in section 16, relating to matters of a purely local or private character in the province; on the contrary, the matter regulated by said "Industrial Disputes Investigation Act" is, in a general way, essentially connected with the peace, order and good government of Canada, according to section 91 of said B.N.A. Act, this matter not coming into "the class of subjects exclusively assigned to the Provincial Legislatures," and so must belong to the Federal Parliament; it matters little whether this subject matter is connected with any of the sub-sections of section 91 or with the criminal law, or with the regulation of trade and commerce, or with any other sections, the moment this matter does not come under the powers assigned to the provinces by section 92 of said Act, or whether it has a general and almost national importance and, in a general way, is connected with the peace, order and good government of Canada, and as such this matter rightly and necessarily belongs to the Federal Parliament;

Whereas, the conditions and requirements for the appointment of said Board have been complied with, and moreover there can be no reason for the Court to inquire into the facts which have been the grounds of the decision of the Minister who has appointed said Board, whose decision, according to the Act, is final;

Maintains the co-respondent's plea and the plea of the defendants Langevin and Blouin, and dismisses the request for the issuance and maintaining of said prohibition order, and quashes and annuls said prohibition order, with costs.

(Sgd.) E. LAFONTAINE,
J. S. C.

CONSTITUTIONALITY OF THE ACT FURTHER UPHELD.

Mr. Justice Lafontaine's decision having been appealed, the case came before the Superior Court of the Montreal District (In Review) and the judgment of the Court of Review was delivered on June 13, 1913, by the Honourable Justices Tellier, DeLorimier and Greenshields. The judgment upheld the constitutionality of the Industrial Disputes Investigation Act as to the points on which it had been attacked, confirming in this respect the decision of Mr. Justice Lafontaine. The Court of Review, however, reversed Mr. Justice Lafontaine's action with respect to the writ of prohibition against the Board of Conciliation and Investigation, it being held that at the time of the application for a Board no dispute within the meaning of the Act existed between the company and its employees, the Board being therefore ordered to abstain from any procedure. The full text of the judgment of the Court of Review is as follows:—

SESSIONAL PAPER No. 36a

Province of Quebec.
District of Montreal.

SUPERIOR COURT.

(*In Review.*)

The thirteenth day of June, one thousand nine hundred and thirteen.

Present: The Hon. Mr. Justice Tellier, The Hon. Mr. Justice DeLorimier, The Hon. Mr. Justice Greenshields.

Montreal Street Railway Company, petitioner, vs. The Board of Conciliation and Investigation, respondent, and Hon. T. W. Crothers, et al. mis-en-cause.

The Court, having heard the parties by their respective counsel, upon the demand of petitioner for revision of the judgment rendered in the Superior Court, in and for the District of Montreal, on the eleventh day of November one thousand nine hundred and twelve; having examined the record and proceedings had in this case, and maturely deliberated;

Considering that the Statute 6-7 Edward VII., chap. 20, as amended by 10-11 Edward VII., chap. 29, being an Act to Aid in the Prevention and Settlement of Strikes and Lockouts in Mines and Industries Connected With Public Utilities, and known as "The Industrial Disputes Investigation Act, 1907," is constitutional and *intra vires* of the Dominion Parliament, and its enactment is within the legislative powers of the Dominion Parliament;

Considering that the petitioner, the Montreal Street Railway Company, is subject to all the terms and provisions of said Act;

Considering that, at the time of the application for the appointment of a Board of Conciliation and Investigation in this case made, no dispute, within the purview or meaning of the Act, existed between the petitioner, the Montreal Street Railway Company, and any person or persons between whom and it existed the relationship of employee or employees and employer;

Considering that the proof in this case made, establishes that on the date of the appointment of the said Board of Conciliation and Investigation, and on the dates when the said Board proposed to proceed with its investigation, there existed no subject matter over which the said Board of Conciliation and Investigation, or its members, had or could exercise any jurisdiction;

Considering that the said Board of Conciliation and Investigation, and the members thereof, after the appointment made by the Honourable Minister of Labour, were subject to the superintending and reforming power, order and control of the Superior Court of the Province of Quebec, and of the Judges thereof, in such manner and form as by law provided;

Considering that a Writ of Prohibition lies whenever a Court of inferior jurisdiction exceeds its jurisdicton;

Considering the petitioner has established in part the material allegations of its demand;

Considering the defence of the respondents and each of them is unfounded;

Considering that there is error in the judgment *a quo*: Doth Reverse, Annul and Quash the said judgment;

Proceeding to render the judgment that should have been rendered by the Court of first instance;

Doth Maintain the Writ of Prohibition herein issued: Doth declare the same perpetual: Doth order and enjoin the said Board of Conciliation and Investigation, and each of the members thereof, individually, jointly, and severally, to abstain from proceeding or acting as such Board in the investigation and conciliation of the alleged dispute referred to in the application to the Honourable Minister of Labour of the Dominon of Canada, there being no dispute or industrial dispute falling within the purview of the said Act which could form the subject matter of investigation or conciliation by said Board, and in consequence the said Board and the members thereof, is, and are, without jurisdiction; Doth condemn the mis-en-cause, Valerie Langevin and J. A. Blouin, to the costs as well of the Superior Court as of this Court upon the contestation filed by them; and doth recommend that the costs of the contestation filed by the Honourable the Minister of Labour of the Dominion of Canada be paid by the Government of the Dominion of Canada; and it is ordered that the record be remitted to the Court below.

(Sgd.) LOUIS TELLIER,
J. C. S.

II.

THE CASE OF MINERS IN PORCUPINE DISTRICT.

In January, 1913, Peter Cleary and Wm. Holowaskawe were charged under section 60 of 7, Edward VII., Chapter 20, before Mr. Thomas Torrance, Magistrate in Porcupine, and were fined $500 each or three months' imprisonment. Edward Croft was charged before the same Magistrate under sections 56 and 57 of the same Act, and received the same penalty. A statement of the Croft case goes to show that the main point upon which the defendant's counsel relied was that the evidence in the trial did not disclose that there was any dispute between the men and the employers at the Hollinger Mine, where the men were employed prior to the miners going on strike. Defence contended in fact that Robbins, manager of the mine, in his evidence, stated that the men at the mine were perfectly satisfied with everything, and that there was no dispute. The defence argued that any man or body of men have a right at common law to stop work, either singly or in a body, and by so doing render themselves liable to no criminal charge, the redress of the employer being a civil one against them, if any, this, of course, providing there was no dispute between the men and the employers as referred to in section 56 and as interpreted by section 2, clause E, of the statute.

With respect to the evidence under section 60, it was contended by the defence that the right to strike or cease work, either singly or in a body, is not taken away from employees under the Act unless there is a dispute between the employer and the employee, and a person inciting men to strike where there is no dispute between employer and employee is not rendering himself liable to prosecution under section 60, but that such person, if liable at all, is liable only civilly.

CONVICTIONS QUASHED.

Appeals were entered in these cases and a decision on the appeals was rendered by District Judge Kehoe, of the District of Sudbury, on March 31, 1913, at South Porcupine. The following is the text of Judge Kehoe's decision:—

(Copy.)

IN THE FIFTH DIVISION COURT OF THE DISTRICT OF SUDBURY.

"Rex vs. William Holowaskawc."

Mr. A. G. Slaght for appellant.

Mr. T. C. Robinette, K.C., and Mr. John Godfrey for respondent.

This is an appeal from the conviction made by Mr. Thomas Torrance, Police Magistrate, on the 21st January, 1913, under which the defendant was convicted under section 60 of the Industrial Disputes Investigation Act, 1907, and being Chapter 20 of 6-7 Edward VII., for inciting to strike contrary to the provisions of the Act. By this is meant, according to section 56, a strike which is unlawful by reason of an employee going on strike "on account of any dispute prior to or during a reference of such dispute to a Board of Conciliation and Investigation under the provisions of this Act."

There is a lengthy clause, sec. 2 sub-section (e), which defines the meaning of the word "dispute," the effect of which is that he means "any dispute or difference between an employer and one or more of his employees" as to certain things therein generally stated, or as to any other things therein specifically mentioned, such as wages, hours of employment, materials, supplied or alleged to be bad, unfit or unsuitable, established custom or usage, interpretation of agreement, and other matter.

It was not proved before me, nor was it necessary to prove that there was any reference to a Board of Conciliation, or that there was any request for the same. Rex vs. McGuire, 16 O. L. R. 522.

The evidence showed that the first sign of dispute was the strike itself, or, rather, the inciting by the defendant of the strikers. The strike followed this inciting. As the prosecutor stated, the strike came to him with so much surprise that it was like a thunderclap. It appears that there was no demand for increased wages, shorter hours of labour, or anything of any kind until the defendant called upon the men to strike. This call was the very beginning of the dispute. There cannot be a dispute or difference unless there are two parties who dispute or differ with one another. It may be, and without doubt must have been the case here, that the strike was preconcerted among the men, though there is no evidence that this was so. But stating it as strongly for the prosecution as possible, and allowing that the strike was the result of a previous understanding between the men, still matters did not reach a stage where there was a demand by the men for better terms and a refusal by the employer, the Hollinger Mines Company, of what the men asked. When such a demand and a refusal were not made, can it be said that there was any "dispute" until the strike itself created the "dispute"? If the answer be that there was no dispute until the strike itself, then will come the necessity of answering another question. Did the men go on strike "on account of any dispute?" to quote the words of section 56?

In my opinion, the defendant is not brought within the Act as an offender under sections 56 and 61, for the reason that the strike was not on account of a dispute. To hold otherwise would be to eliminate the words "on account of any dispute" from sections 56. If these five words were not in the section then it would be clear that the defendant, by his inciting, was guilty of an offence.

The Act, when framed, might have been so framed with or without these words. One cannot assume that they were placed in the section without it being intended that they were to have a meaning, and, perhaps, were intended for a purpose. Possibly it was considered that when a strike comes like a bolt out of the blue instead of like a storm of which there is premonition, there is not the danger to the peace of the community that would be engendered by the antecedent mutterings.

Another consideration is that penal statutes must receive a strict construction. The conviction is quashed with costs to be paid by the prosecutor to the defendant, which costs I fix at $50.

Rex vs. E. Croft.

The reasons in the Holowaskawe case apply to this case, with costs to be paid by the prosecutor to the defendant, which costs I fix at $50.

Rex. vs. Peter Cleary.

There is a difference in the circumstances of this case from those in the Holowaskawe case. The inciting was done after the strike had started. I confirm the conviction. The costs of the appeal, which I fix at $50, are to be paid by the defendant to the prosecutor.

March 31st, 1913.

(Sgd.) J. J. KELLY,
J.

Certified correct copy.

(Sgd.) "G. A. D. MURRAY, *Clerk.*"

TENTH ANNUAL REPORT

OF THE

COMMISSIONERS OF THE TRANS-CONTINENTAL RAILWAY

BEING FOR THE

FISCAL YEAR ENDED MARCH 31

1914

PRINTED BY ORDER OF PARLIAMENT.

OTTAWA
PRINTED BY J. DE L. TACHÉ, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1914

[No. 37—1915]

NINTH ANNUAL REPORT

OF THE

NATIONAL TRANSCONTINENTAL RAILWAY COMMISSIONERS

Ottawa, July 15, 1914.

Hon. Frank Cochrane, P.C.,
Minister of Railways and Canals,
Ottawa.

Sir,—I have the honour to transmit through you to His Royal Highness the Governor General in Council the annual report of the Commissioners of the Transcontinental railway, for the fiscal year ended March 31, 1914, setting forth the receipts and expenditures in connection with the Eastern Division of the National Transcontinental railway, and such other matters in relation to the said railway as appear to be of public interest.

Information in detail as to the progress of the work will be found in the report of the Chief Engineer, and in the reports of the district engineers, the mechanical engineer, and the bridge engineer, hereto annexed.

The total expenditure during the fiscal year on account of construction was $12,684,663.16, making the total expenditure on this account from the organization of the commission in 1904 to March 31, 1914, $142,967,999.02.

(It should be noted in this connection that no payments have been made by the commission on account of interest on capital expenditure; nor has the commission refunded any part of the expenditure made by the Government on the approaches to the Quebec bridge before the taking over of the said approaches by the commission as a part of the Transcontinental railway. Neither of these items, therefore, is included in the statement of expenditure to March 31, 1914.)

Tracklaying in the main line of the Eastern Division, *i.e.*, between Moncton and Winnipeg, was completed on November 17, 1913, when the last spike was driven connecting districts "B" and "C." (This does not include the Quebec bridge, 1·10 miles.) The total miles of track-laying completed on March 31, 1914, was:—

	Miles.
Main line	1,803·42
Double track, and line from bridge to Quebec	20·79
Sidings and yards	423·26
Total track	2,247·47

Steel bridges were 97·2 per cent completed on March 31, 1914.

During the fiscal year, contracts, after having been duly advertised and sanctioned by the Governor in Council as required by the National Transcontinental Railway Act, have been awarded in each case to the lowest tenderer complying with the requirements of the commission, as follows:—

STEEL RAILS.

Dominion Iron & Steel Company, Limited.—6,081 gross tons, 80-pound steel rails for delivery at Hervey Junction and St. Anselme, Que., as follows: 1,732 gross tons f.o.b. cars, St. Anselme, Que., at $35.65 per gross ton; 4,349 gross tons f.o.b. cars, Hervey Junction, at $37.25 per gross ton.

Dominion Iron & Steel Company, Limited.—1,825 gross tons, 80-pound steel rails delivered free on dock of Quebec & Lake St. John railway, or other dock as engineer may designate in Quebec prior to closing of navigation 1913. Price, $33.75 per gross ton.

QUEBEC-LÉVIS TRAIN FERRY.

Cammell Laird and Company, Limited, Birkenhead, England.—One steel screw steam railway train ferry for delivery at the harbour of Quebec on or before May 15, 1914. Price, £115,000.

CAR FERRY SLIP.

La Compagnie Generale d'Entreprises Publiques, Limitée, Lévis, Qué.—For construction of a car ferry slip and approaches thereto at Lévis. Price, schedule rates. Engineer's estimate of cost on basis of lowest tender, $36,644.22.

La Compagnie General d'Entreprises Publiques, Limitée.—Dredging and excavation of material for car ferry slip, at Lévis, Que. Price: solid rock, $7.45 per cubic yard; other material, 90 cents per cubic yard. Engineers' estimate of cost on basis of lowest tender, $210,400.

STEEL BRIDGES.

The Canadian Bridge Company, Limited.—Superstructure for one steel railway bridge at Beaver creek, Mile 113 from east end of district "E." Price: steel 4·89 cents per pound; timber, $52 per M b.m.

The Hamilton Bridge Works Company, Limited.—Superstructures for two steel railway bridges at first and second crossings of Megiskan river at Mile 163.5 and 178, west of Weymontachene, district "C." Price: steel, 5.18 cents per pound; timber, $51 per M. b.m.

The Canada Foundry Company.—Steel superstructure for six railway bridges, as follows:—

Name.	Mileage, District "C."	Steel, per pound.	Timber, per M B.M.
		Cents.	$ cts.
Kekek river	119.4	5·35	50 00
Durant lake	134.3	5·33	50 00
1st crossing, Atik river	138.5	5·24	50 00
2nd " "	143.75	5·14	50 00
3rd " "	146.8	5·14	50 00
4th " "	150.0	5·14	50 00

The Canadian Bridge Company, Limited.—Steel superstructure for one railway bridge at third crossing South river, Mile 117, east end of district "C." Price: steel, 4·72 cents per pound; timber, 54 per M. b.m.

The Canadian Bridge Company, Limited.—Steel superstructures for four railway bridges, as follows:—

Name.	Steel, per pound.	Timber, per M B.M.
	Cents.	$ cts.
Dead Fox creek	5·40	55 00
Okikedasik river approaches	4·93	55 00
Departure creek	4·93	55 00
Little Mistonge	4·93	55 00

MACHINERY.

Berlin Machine Works, Limited.—Machinery for car shops at Transcona, Man. Total price, $25,885.02.

The Canadian Fairbanks-Morse Co., Ltd.—Machinery and furnaces for car shops at Transcona. Total consideration, $20,799.50.

Mussens Limited.—Machinery for car shops at Transcona, Man. Total consideration, $16,043.

The Canada Machinery Corporation, Limited.—Machinery for car shops at Transcona. Total consideration, $21,755.

J. A. Fay & Egan Company.—Machinery for car shops at Transcona. Total consideration, $11,898.33.

The John Bertram & Sons Co., Ltd.—Machinery for car shops at Transcona, Man. Total consideration, $48,615.

Williams & Wilson, Limited.—Machinery for car shops at Transcona, Man. Total consideration, $37,280.

The Canadian Crocker-Wheeler Company, Limited.—Electrical motors, controllers, starters, and transformers for installation in car shops at Transcona, Man. Total consideration, $26,500.

ELECTRIC WIRING, CAR SHOPS.

L. K. Comstock & Company.—Installation of electric wiring system apparatus and material for power, motor, light, and telephone service in car shops at Transcona, Man. Total consideration, $29,904. (Schedule of prices for additions and deductions.)

RAILWAY TIES.

Ernest Gauthier, Grand'Mère, Que.—One hundred and ninety-six thousand railway ties for delivery at points designated by engineer between miles 55 and 141, west of the Quebec bridge. Price: First-class, 54½ cents each; second-class, 49½ cents each.

LOCOMOTIVE AND CAR SHOPS AT ST. MALO, QUE.

Joseph Gosselin, Lévis, Que.—For construction of locomotive and car shops, industrial track, and yard sewer system, connecting with the Quebec city sewer mains

or St. Charles river, tracklaying and grading, drainage, ditches, etc. Price: Locomotive and car shops, lump sum, $925,404.68; (with schedule of prices for additions and deductions) for yard water and sewerage systems to the city main, the yard tracklaying and grading, including ditches, culverts, etc., all foundations for machines, and equipment and extra depth of foundations required other than shown on plans, at schedule prices, involving an expenditure estimated by the engineer at the prices of the lowest tenderer of $209,443.80.

ENGINE-HOUSE AT O'BRIEN, QUE.

F. Munro & Co.—Construction of a 12-stall engine house without machine shop at O'Brien, Que., district "C," for lump sum of $59,189.44, exclusive of heating apparatus.

(With schedule of prices for additions and deductions.)

HEATING SYSTEMS FOR ENGINE-HOUSES AT DOUCET AND O'BRIEN.

F. W. Miller Heating Co.—For steam heating systems to be installed in round-houses at Doucet and O'Brien, Que. Price, $4,575 each.

STATION BUILDINGS, ETC.

John King, Fort William, Ont.—Construction of station and other buildings between Mile 57, west of Weymontachene, Que., and Cochrane, Ont., as follows:—

Section No. 19—		
7 design "A" stations at	each	$ 3,950
7 tool houses, No. 1	"	212
7 station privies	"	175
7 coal boxes	"	122
Section No. 20—		
1 design "D" station		$ 23,500
6 design "A" stations	each	3,950
1 trainmen's house		11,300
1 storehouse		8,500
1 icehouse		3,550
1 freight house		4,130
7 tool houses	each	212
6 coal boxes	"	122
6 privies	"	175
Section No. 21—		
6 design "A" stations	each	3,950
8 tool houses	"	212
6 coal boxes	"	122
6 station privies	"	175
Section No. 22—		
1 design "D" station		$ 23,500
1 26 foot by 60 foot station		5,000
16 design "A" stations	each	3,950
1 trainmen's house		11,300
1 storehouse		8,500
1 freight house		4,130
1 icehouse		3,550
4 section houses	each	3,300
1 section house, with plumbing		3,500
22 tool houses	each	212
17 coal boxes	"	122
17 station privies	"	175
4 section privies	"	160

(with schedule of prices for additions and deductions.)

Crockett & Tharle, Fort William, Ont.—Construction of one storehouse and two tool houses at Cochrane, Ont. Price: storehouse, $8,150; two tool houses at $207 each.
(With schedule of prices for additions and deductions.)

John King, Fort William, Ont.—Construction of one freight house at Cochrane for lump sum of $4,000, and one icehouse for lump sum of $3,500.
(With schedule of prices for additions and deductions.)

Charles Achille Vezina, Quebec, Que.—Construction of office building on site of Leonard shops at St. Malo, Que. Price, lump sum of $3,918.
(With schedule of prices for additions and deductions.)

Crockett & Tharle, Fort William, Ont.—Construction of seven section houses and seven section privies in District "E." Price: Section house, $3,200 each; section privies, $175 each.

200-TON MECHANICAL COALING PLANTS.

The Roberts and Schafer Company.—Six 200-ton double-track mechanical coaling plants with sand house and storage, one erected complete at each of the following divisional points, viz.: One at Monk, for the lump sum of $17,199; one at Bridge, for the lump sum of $16,271; one at Fitzpatrick, for the lump sum of $17,967; one at Parent for the lump sum of $18,432; one at Doucet, for the lump sum of $19,010; and one at O'Brien, for the lump sum of $19,052.

SHAVINGS AND SAWDUST EXHAUST SYSTEM.

The A. B. Ormsby Company.—For the construction and erection of a shavings and sawdust exhaust system in the car shops at Transcona, for the lump sum of $8,021.

QUEBEC TERMINALS.

An agreement was entered into under date of December 22, 1913, to which the parties respectively are: (1) His Majesty The King, represented by the Minister of Railways and Canals and the Commissioners of the Transcontinental railway; (2) The Canadian Pacific Railway Company and the North Shore Railway Company; and (3) the city of Quebec. It provides for the erection and equipiment by the Government, in the city of Quebec and the adjoining municipality, of railway workshops, and the erection by the Government and the said railway companies, together, of a union passenger station and freight houses and terminal facilities on the companies' property in Quebec. In consideration of these works the city grants certain concessions duly set out in the agreement.

An agreement was also entered into, under date 18th day of March, 1914, to which the parties, respectively, are; (1) Canadian Pacific Railway Company; and (2) His Majesty, represented by the Minister of Railways and Canals, and the Commissioners of the Transcontinental railway, by which provision is made, for the purposes of the Eastern Division of the National Transcontinental railway, and of all railways operated and controlled by the Government of Canada, while so operated and controlled, for the joint use by the parties to the agreement of a track connection between the said Eastern Division and the Canadian Pacific railway, and of the company's passenger and freight stations and terminal facilities in the city of Quebec, for the purposes of a union terminal and property.

The whole respectfully submitted.

Your obedient servant,

R. W. LEONARD,
Commissioner.

CHIEF ENGINEER'S REPORT OF PROGRESS FROM MARCH 31, 1913, TO MARCH 31, 1914.

OTTAWA, ONT., July 8, 1914.

The Commissioners of the Transcontinental Railway,
Ottawa, Ontario.

SIRS,—I beg to submit the following report on progress of work from March 31, 1913, to March 31, 1914:—

District "A."—All work of grading, buildings, coaling plants, bridges, etc., is complete, and very little remains to be done on installation of equipment in divisional point engine-houses.

This portion of the line was turned over to the operating department on November 21, 1912.

The total length of main line track on this district is 256·29 miles; sidings and yards, 68·96 miles.

Steel bridges are 100 per cent complete.

District "B."—Contract No. 7 is practically completed on all items, and is being operated for a distance of 29 miles from the New Brunswick boundary westward, in conjunction with the portion in New Brunswick.

Contract No. 8 still requires the following to complete: Train-filling, 140,000 cubic yards; ballasting, 60,000 cubic yards; telegraph line, about 27 miles; fencing, 52 miles; the completion of tracklaying in the "Monk" division yard, about 7½ miles; erection of coaling plant and installation of balance of equipment in "Monk" engine-house.

The station buildings are practically completed.

Contract No. 9 is practically completed, with the exception of about 7 miles of tracklaying in "Bridge" division yard, and ballasting of same, amounting to about 20,000 cubic yards.

A contract has been let for the coaling plant to be erected at the "Bridge" yard, and this will be completed during the coming summer.

A pumping plant for water service at "Bridge" has still to be installed.

Contract No. 9A, "Terminals Contract, Quebec Bridge to Champlain Market."—This contract still requires the following to complete: Approximately 70,000 cubic yards train-filling, 20,000 cubic yards ballast, about 2 miles of tracklaying, 14 miles of fencing, 7 miles of telegraph line, and erection of station building at Champlain market.

Quebec and Lévis Ferry Slips and Approaches.—On the Quebec side the work is being done by the Quebec Harbour Commissioners. On the Lévis side, fair progress has been made, and the work should be completed by the first of September.

Train Ferry, at Quebec.—This ferry was launched at Birkenhead, England, by Cammell, Laird & Co., on January 17, 1914, and is under contract to be delivered the early part of the summer.

Leonard Locomotive Car Shops at Quebec.—Contract was let for this work in October, 1913, and very fair progress has been made. The mechanical engineer's report, herewith, gives in detail the condition of various parts of the plant under construction.

Contract No. 10 is practically complete, with the exception of some installation of machinery at the "Fitzpatrick" roundhouse, which is now being proceeded with.

A considerable quantity of re-tieing will be done during the coming summer, and ties are now being delivered for this work.

All buildings are practically complete, but a coaling plant has still to be erected at Fitzpatrick.

Contract No. 11 is completed, but a small amount of re-tieing will be done during the coming summer.

Contract No. 12.—The grading on this contract is completed; also the concrete substructures. The steel superstructures are all in place, with the exception of that over the Susie river.

A small amount of tracklaying, ballasting, and fencing still remains to be done in the "Parent" division yard.

The buildings on this contract are about 75 per cent completed, with the exception of the engine house and section house at "Parent," which are completed. The installation of equipment at this point is being proceeded with. A coaling plant is to be erected this season at "Parent."

Contract No. 13B.—The grading on this contract is practically completed, with the exception of some train-haul embankments, amounting to 410,000 cubic yards. The ballasting still to be done consists of some 22 miles of main line and about 9 miles in "Doucet" division yard, amounting to about 100,000 cubic yards.

The remaining tracklaying is about 9 miles in "Doucet" yard.

No telegraph line has been erected on this contract, 56 miles.

All stations and other buildings (at "Doucet") have still to be erected, but contracts have been let for same, and these will be erected during the coming summer, as also a coaling plant at "Doucet."

One 25-foot concrete arch, and one 20-foot arch, as well as some smaller structures, are to be built during the summer. The concrete substructures for three crossings of the Atik river will also be placed.

The steel viaduct over Canyon creek has been completed, and the Mamaguish crossing is practically complete.

The average number of men employed on the district during the year was 1,647; and horses, 67.

The total length across District "B" (not including the Quebec bridge) is 562·65 miles.

Main line track is 564·92 miles, which includes double track from "Bridge" to Cap Rouge.

A total of 112·17 miles of sidings and yards have been laid; and there are 10·90 miles of track laid in line from Quebec bridge to Champlain Market (including 5 miles of double track.)

Total track laid in district to March 31, 1914, 687·99 miles.

The percentage of steel bridges erected on the district to March 31, 1914, 99·7 per cent.

District "C—D."—Contract No. 13C. On this contract the work still remaining to be done consists principally of: train-filling, 220,000 cubic yards; ballast, 60,000 cubic yards; concrete, 2,200 cubic yards; and seven station buildings, all of which will be finished during the coming summer.

Contract No. 14.—With the exception of train-filling on sundry sags and sink holes, the grading on this contract is practically completed. The remaining work consists of the erection of three steel bridges, the completion of the water service in "O'Brien" division yard, the erection of steel tank, pump houses, etc., and the erection of coaling plant at "O'Brien."

The "Cochrane" engine house, track scales, etc., are complete, and the "O'Brien" engine house is 90 per cent done. Stations and other buildings on the contract are 82 per cent complete.

Contract No. 15.—The grading on this contract is complete, as are also buildings and all other items.

Contract No. 16.—The work remaining to be done on this contract consists principally of the following: train-filling, 255,000 cubic yards; ballast, 105,000 cubic yards; telegraph line, 50 miles. The condition of the various items being: track-laying, 91 per cent complete (balance being three miles in "Hearst" division yard); culverts, 92 per cent complete; water service, 65 per cent complete; "Hearst" engine house, 98 per cent complete; all other buildings, 93 per cent complete. The track scales and cinder hoist have not yet been started.

It is expected that all work on District "C-D" will be fully completed during the coming season.

On November 17, 1913, track-laying on main line from east to west met at the first crossing of the Megiskan river on contract No. 13, this connection completing the main line track-laying from Moncton to Winnipeg.

The total length of the main line on District "C-D" is 412·67 miles, and track has been laid over the entire length. In addition, there are 96·77 miles of sidings and yards.

The percentage of steel bridges erected on District "C" to March 31, 1914, 84·4 per cent; and on district "D," 94·4 per cent.

The average number of men employed during the year was 1,008; and horses, 14.

A large amount of extra train-filling was done on the district during the past year on account of sink holes developing.

A slide occurred at the Okikodasik, carrying the east abutment, foundation piles, and an 80-foot girder. This has been temporarily replaced, and a steel viaduct will be erected during the coming summer.

The telegraph line is practically completed on contracts 13, 14, and 15 but labour conditions have caused considerable delay on contract No. 16 on this work.

Several serious bush fires occurred on the district during the past season. One of our Residency buildings at Bell river on contract No. 13 was burned, as also one at Hearst on contract No. 16. The general contractors lost their machine and repair shops and other buildings at Peter Brown Creek headquarters, and this caused some delay in the progress of the contract.

District "E".—Contract No. 17: The grading on this contract is 87 per cent complete, the balance being train-filling amounting to 632,000 cubic yards, one-third of which goes to Pagachuan river.

Track-laying is 82 per cent complete, the balance being 8 miles to lay in "Grant" division yard.

All main line has first lift of ballast, and part of it second lift. There remains 173,000 cubic yards ballasting still to be done.

All concrete work is finished, and permanent bridge substructures are 97 per cent complete.

Other work still to be done consists principally of the following: Telegraph line, 60 miles; part of "Grant" division yard water and sewer service; completion of the engine house and equipment at "Grant" division yard.

Station and other buildings are 68 per cent complete.

Contract No. 18.—This Contract is practically complete with the exception of the following: Train-fill, 380,000 cubic yards; ballasting, 32,000 cubic yards; telegraph line, 30 miles.

Contract No. 19 E is practically complete on all items.

The total length of the main line on District "E" is 195·33 miles, and track is laid over the entire length. In addition, there are 33·56 miles of sidings and yards.

The percentage of steel bridges erected on the district to March 31, 1914, 93·4 per cent.

The average number of men employed on the district during the year was 904; and horses, 7.

Ballasting and train-filling progressed slowly last year, partly owing to the late spring. There were also a number of sink holes developed which delayed other work. These are now, however, up to grade, and it is expected will remain so.

All concrete culverts and bridge substructures on this district are finished, and all the large steel viaducts are now erected, but there are still some eight small girder spans to be erected. This will be done during the coming summer.

The water service is practically completed except at "Grant" division yard, and several small connections to water tanks.

Labour conditions have delayed the construction of the telegraph line on this district, but this will be completed during the coming summer.

All stations and other buildings are well under way, and will be completed at an early date.

It is anticipated that all work on District "E" will be fully completed during the coming season.

District "F".—Contracts Nos. 19F, 20, 20A: East end of district to 11·5 miles west of Superior Junction. These contracts are fully completed.

Contract No. 21: 11·5 miles west of Superior Junction to Red River bridge. This contract is complete with the exception of some track-laying and train-filling in Transcona division yard, and the completion of yard layout in Redditt division yard.

District "F".—Contract No. 22: Red River bridge to west side of Water street, Winnipeg. This contract is fully completed.

Contract No. 21A, for filling around Transcona shops, is practically completed, only a small amount of filling remaining to be done.

All buildings in the district are 99 per cent completed.

Various small uncompleted contracts on the district are as follows: Second cinder hoist at Redditt; laying guard rails on Red River bridge and approaches; extension of water and sewerage systems at Redditt and Graham; laying of additional track in Graham divisional yard; completion of section house near crossing, Dundee branch, C.N.R., at Transcona.

All work on this district will be fully completed during the coming summer.

The total length of the main line on District "F" is 376·48 miles, and 384·10 miles of main line track has been laid, including double track, Transcona to Winnipeg. In sidings and yards there are 111·80 miles track laid. Total track now laid on district, 495·90 miles.

The percentage of steel bridges erected to March 31, 1914, on District "F," 98·5 per cent.

The average number of men employed during the year was 296; and horses 7.

GENERAL.

A contract was let in January, 1914, for the construction of coaling plants at the following divisional points: Monk, Bridge, Fitzpatrick, Parent, Doucet, and O'Brien, and work has started on some of these.

The mileage from Moncton, N.B., to the west side of Water street, Winnipeg, is 1,804·5 miles (including 1·10 miles as the length of Quebec Bridge contract).

Track-laying done to March 31, 1914, was:—

	Miles.
Main line	1803·42
Double track and line from "Bridge" to Quebec	20·79
Siding and yards	423·26
Total track	2247·47

Bridges to March 31, 1914, 97·2 per cent complete.

I attach, hereto, reports from the various district engineers and bridge engineer, which speak for themselves.

The mechanical engineer's report, attached herewith, gives in detail the prevailing condition of the various shops, roundhouses, cinder hoists, coaling plants, etc., from Moncton to Winnipeg.

I also attach a list showing casualties which occurred during the year ending March 31, 1914.

The following photographs have been selected as being of interest in the foregoing report, and are to accompany same:—

Bridges.—Mamaguish River viaduct, Ground Hog River bridge, White River bridge, Bascule Lift Span over Red river, Winnipeg.

Shops.—Interior, freight car shop, Transcona; Centre Bay, freight car shop, Transcona; Exterior view, freight car shop, Transcona.

Your obedient servant,

GORDON GRANT,
Chief Engineer.

CASUALTIES, MARCH 31, 1913, TO MARCH 31, 1914.

District "A."—None.

District "B."

Date.	Name.	Cause of Casualty.
April 29, 1913..	Joseph Dionne.....	Crushed under engine.....
May 20, 1913..	G. Guigiunto.....	Died from injuries received in train wreck.....
October 21, 1913..	J. H. Taylor.....	Killed while boarding train of dump cars in motion.

District "C-D."

April 28, 1913..	Michael Oakushervich.	Killed by collapse of temporary trestle while engaged in repairs.
" 28, 1913..	A. Cozlowich.....	Badly injured in above accident. No report as to outcome of injuries.
May 4, 1913..	Frank Forsetta.....	Killed by tree falling on him.
July 15, 1913..	H. Beschoke	Crushed under train.
August 1, 1913..	— Downey.	Drowned by upsetting of canoe.
" 16, 1913..	P. Cunningham.....	Injured by falling off ballast train.

District "E."

September 8, 1913..	John Gibson.....	Killed by falling between cars while in motion.

District "F."

March 20, 1914..	F. D. Friend (resident engineer).	Died at Graham, Ont. Cause, heart failure.

SESSIONAL PAPER No. 37

REPORT OF DISTRICT ENGINEER—DISTRICT "B."

QUEBEC, June 10, 1914.

GORDON GRANT, Esq.,
Chief Engineer,
Ottawa.

SIR,—In accordance with your instructions, I beg to transmit, herewith, annual report of progress for the fiscal year ending March 31, 1914, showing the percentage of work done on each contract on District "B," the work remaining to be done, and such other details as are required to make plain to you the present state of progress and probable date of completion.

CONTRACT 7, MILES 203-150, NEW BRUNSWICK BOUNDARY WESTERLY.

Contractors—M. P. and J. T. Davis.

This contract, with the exception of a little fencing, cattle guards, mile posts, and painting of water tanks, is completed. The Intercolonial Railway are now operating a part of it between the New Brunswick boundary and St. Eleuthere, a distance of 29 miles.

Description.	Percentage previously returned.	Percentage to date.
Grading	95	100
Tracklaying	95	100
Ballasting	95	100
Trestles and culverts	95	100
Permanent bridge substructures	95	100
" " superstructures	95	100
Water service		97
Fencing	25	85
Telegraph line	91	98
Buildings	61	100

CONTRACT 8, MILES 150-0, QUEBEC BRIDGE.

Contractors—M. P. and J. T. Davis.

Contrary to our understanding with the contractors, this contract is not yet completed, and from present appearances it will not be in a state to be handed over to the commission before the first of September. There are still over one hundred thousand cubic yards of train-filling to do, besides ballasting of 10 miles, general trimming up of several miles of roadbed, completion of the Monk divisional yard, as well as two water tanks, 27 miles of telegraph line, and 52 miles of fencing to erect.

BUILDINGS.

Our buildings on this contract are completed, with the exception of our Lapointe and Lippée stations, which are about 50 per cent completed.

STEEL SUPERSTRUCTURES.

All steel superstructures are in place.

PERCENTAGE OF WORK DONE TO DATE.

Description.	Percentage previously returned.	Percentage to date
Grading	94	98
Tracklaying.....Monk	95	97
Ballasting	50	87
Trestles and culverts	95	100
Permanent substructures	95	100
" superstructures		100
Water service	25	70
Telegraph line	60	74
Buildings	60	98

COMPLETION OF WORK.

As stated above I do not think that this contract can be completed before the first of September, the contractors having abandoned the operation of the contract between St. Anselme, mile 26, and Monk, mile 105, for the winter; the Quebec Central Railway entered into an agreement with the Government in the month of February to carry on the operation till the first of May, thus affording great relief to settlers and lumber companies.

CONTRACT 9, MILES 0-50, QUEBEC BRIDGE WESTERLY.

Contractors—M. P. and J. T. Davis.

This contract is entirely completed, with the exception of the sidings in our Bridge yard. The difficulty experienced here is the finding of suitable ballast, as the work itself should not take more than a month to finish. The water service for the Bridge yard, which requires a special pumping plant, has to be completed by the commission.

PERCENTAGE OF WORK DONE TO DATE.

Description.	Percentage previously returned.	Percentage to date.
Grading	98	100
Tracklaying	95	99
Ballasting	95	99
Trestles and culverts	95	100
Permanent substructures	98	100
Permanent superstructures		100
Water service	2	95
Telegraph line	95	100
Fencing	95	100
Buildings	95	100

TERMINALS CONTRACT, QUEBEC BRIDGE TO CHAMPLAIN MARKET.

Contractors—M. P. and J. T. Davis.

The double track is laid and ballasted from the Quebec bridge to Mile 5, and a single track from there in to the Champlain Market site. Two months' work in the

spring will be sufficient to complete the whole line from the Quebec bridge to the Champlain market. This is, of course, irrespective of the station at the Champlain Market site, which has not yet been decided upon. The telegraph line has also to be attended to, but can be easily done within the time specified for the grading.

Quebec and Lévis Ferry Slips and Approaches.

On the Quebec side, the work is being done by the Quebec Harbour Commissioners. On the Lévis side, the contractors are La Compagnie Generale d'Entreprise Publiques. Very fair progress has been made, and the work should be completed by the first of September.

Contract 10, miles 50-150, Q.B. westerly.

Contractors—Macdonell & O'Brien.

This contract is completed and ready for operation. A considerable quantity of new ties will have to be replaced in the track in the spring, and the machinery for the Fitzpatrick roundhouse has yet to be installed by our mechanical department. Some of the high side-hill cuts along the St-Maurice river also require attention, but this work is being done by the contractors by force work.

Percentage of work done to date.

Description.	Percentage previously returned.	Percentage to date.
	Per cent.	Per cent.
Grading	99	100
Tracklaying	99	100
Ballasting	95	100
Trestles and culverts	99	100
Permanent substructures	100	100
Permanent superstructures	100	100
Water service	95	99
Fencing	95	100
Telegraph line	95	100
Buildings	60	100

The re-tieing of the line will probably take four months to complete, but will not interfere with the operation of the line as it can be done by the section men.

Contract 11, miles 150-196 4 Q.B. westerly.

Contractors—Grand Trunk Pacific Railway.

Subcontractors—Macdonell & O'Brien.

This contract is 100 per cent completed, and ready for operation.

Contract 12, miles 196-203-4 Q.B. westerly.

Contractors—Macdonell & O'Brien.

The grading on this contract is completed, as are the concrete substructures. The steel superstructures are all in place, with the exception of that over the Susie river, mile 303-5, which has not yet been delivered. The tracklaying, ballasting, telegraph line and water service are completed, but there still remains some riprapping and a little trimming up to do.

BUILDINGS.

The station buildings are somewhat behind, but can easily be completed by September next. The engine house and section house at Parent are completed, but the machinery still has to be installed by our mechanical department.

PERCENTAGE OF WORK DONE TO DATE.

Description.	Percentage previously returned.	Percentage to date.
	Per cent.	Per cent.
Grading	95	99
Tracklaying	80	99
Ballasting	70	99
Trestles and culverts	90	99
Permanent substructures	90	99
Water service	95	99
Telegraph line	59	99
Buildings	20	72

CONTRACT 13, MILES 303·4-359·4, DISTRICT Bcb.

Contractors—Macdonell & O'Brien.

GRADING.

The grading on this contract is completed, with the exception of some train-haul embankments, which are to be rushed to completion in the spring. There are still 410,000 cubic yards of train-fill, which the contractors hope to complete by the 15th October.

CONCRETE SUBSTRUCTURES.

There still remain the following substructures to be put in: 25-foot arch at the Atik river; a 20-foot arch and some smaller concrete arches. Also the following bridges: 2nd, 3rd and 4th crossings of the Atik river.

SUPERSTRUCTURES.

The large viaduct over the Canyon creek has been completed, and the contractors for the steel superstructures are now putting up the Mamaguish crossing, which is 87 per cent completed.

TRACKLAYING.

The tracklaying in the main line is completed, but no track has been laid to date in the Doucet yard.

BALLASTING.

There still remain 22 miles of main line to ballast, as well as the track in the Doucet yard.

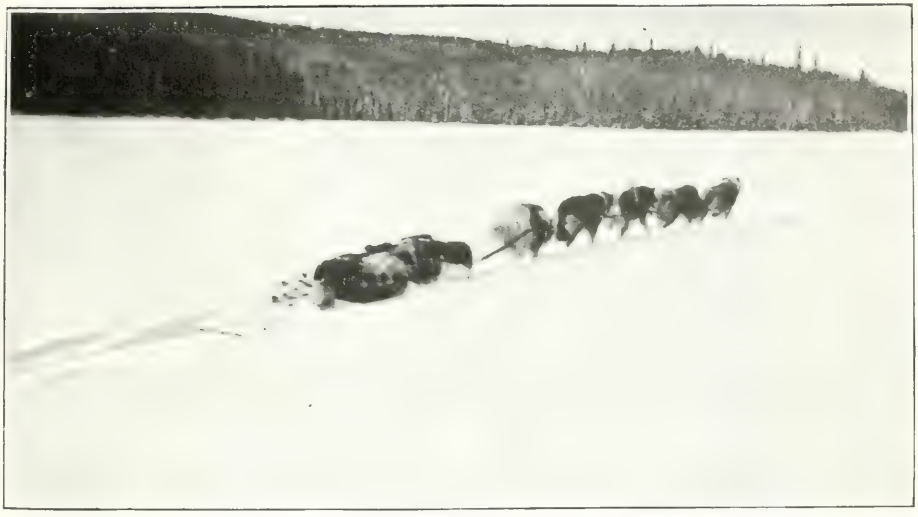
BUILDINGS.

None of the buildings on this contract have been started yet.

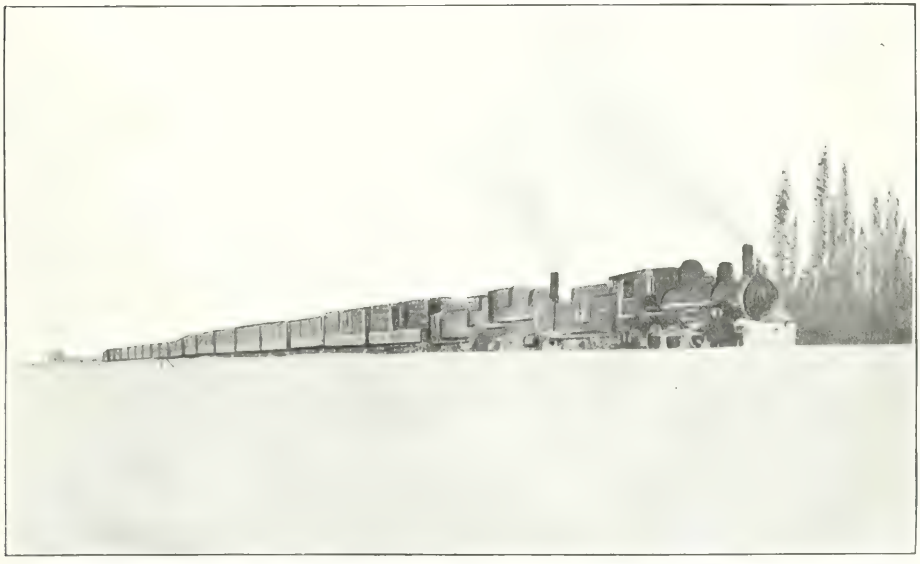
WATER SERVICE.

The tanks at Bolger and Doucet are delivered, but have still to be erected.

Transportation before construction of Transcontinental Railway.



Transportation before construction of Transcontinental Railway.



First wheat train over Transcontinental Railway leaving Hearst, Ont., December 31, 1912

PERCENTAGE OF WORK DONE TO DATE.

Description.	Previously returned.	Percentage to date.
	Per cent.	Per cent.
Grading	35	85
Tracklaying	1	75
Ballasting		52
Trestles and culverts	15	50
Permanent substructures	4	60
Water service		20
Telegraph line		

CASUALTIES.

On Contract 8, Joseph Dionne, a French-Canadian, of St. Denis, was crushed under an engine, and died on the 29th April, 1913. On contract No. 12, G. Guigiunto, an Italian, 27 years old, died on the 20th May from injuries received in a train wreck. On the Terminals contract, J. H. Taylor, a tapeman employed on the Residency staff, was killed on the 21st October while boarding a train of dump cars in motion.

CONCLUSION.

Contract 7.—Is now operated in part, and can be placed wholly under operation in the spring.

Contract 8.—The contractors state that the work will be ready to be handed over by the first of July, but in view of previous delays, it is safer to place the date of completion at the first of September.

Contract 9.—If we can secure ballast for the Bridge yard, this contract can be operated on the first of August.

Contract 9A.—Should be completed by the first of September.

Contract 10.—Can be operated now.

Contract 11.—Can be operated now.

Contract 12.—Can be operated on the first of September.

Contract 13.—May be operated on the first of November, even if not entirely completed by that date.

Yours truly,

A. E. DOUCET,
District Engineer.

REPORT OF DISTRICT ENGINEER—DISTRICT "C-D."

June 10, 1914.

GORDON GRANT, Esq.,
Chief Engineer, N.T.R.,
Ottawa.

SIR,—In accordance with your circular of June 6, file 12,424, I beg to report on progress and condition of work on District "C-D," for the fiscal year ending March 31, 1914.

CONSTRUCTION.

The district comprises 58·57 miles of contract No. 13, contract No. 14 (150 miles), contract No. 15 (100 miles), and contract No. 16 (104·57 miles), the whole covering through mileage 820·23 to 1,233·37.

Contract No. 13.—Macdonell & O'Brien, contractors, O'Brien & Martin, agents. The part of the contract on this district extends from Mileage 56 "C" to 114·57 "C." The percentage of work done is as follows:—

	Complete.
Grading	88·95 per cent.
Tracklaying	96·59 "
Culverts and small waterways	89·69 "
Bridge substructures	60·00 "

Of the concrete work, only the first crossing of the Megiskan river remains. As the track only reached this crossing in November, contractors decided to wait until spring to commence work. The balance of the bridges are permanent timber trestles.

	Complete.
Ballasting	73·9 per cent.
Telegraph	94·0 "
Water Service	99·5 "
Total contract	86·0 "

BUILDINGS.

Work on the buildings has not yet started on this contract, but all the stations will be erected this coming summer.

Work remaining to be done consists principally of train-filling, 220,000 cubic yards; ballast, 60,000 cubic yards; concrete, 2,200 cubic yards; timber and various small items, value about $285,000.

Contract No. 14.—Grand Trunk Pacific Railway Company, contractors. This contract, of 150 miles, extends from Mile 114·57 "C," west to Cochrane. The percentage of work done is as follows:—

	Complete.
Grading	98·58 per cent.
Tracklaying	97·14 "
Ballasting	98·23 "
Culverts	99·01 "
Bridge substructures	90·00 "
Telegraph line	96·00 "
Water service	80·00 "
Cochrane engine house, track scales, etc.	100·00 "
Total contract	97·50 "
O'Brien engine house	90·00 "
O'Brien coaling plant (contract is not yet let)—	
Buildings	81·50 "

Work remaining to be done consists of Okikodasik River and Departure Creek viaducts; Little Mistongo bridge; water service in O'Brien division yard, and erection of steel tank, pump-houses, etc., and train-filling on sundry sags and sink holes, amounting in value to about $300,000.

Buildings to complete, about $139,000.

Contract No. 15.—E. F. & G. E. Fauquier, contractors. This contract, extending from Mile 103 to Mile 203, is finished

Buildings on this contract are finished.

Contract No. 16.—M. P. & J. T. Davis, contractors, O'Brien, McDougall & O'Gorman, agents. This contract is 104·57 miles long, and extends from Mile 203-247·57, District "D," and from Mile 0-60, old District "E."

The percentage of work done is as follows:

	Complete.
Grading	94·52 per cent.
Tracklaying (balance in Hearst division yard)	90·86 "
Ballasting	70·64 "
Culverts and small waterways	91·9 "
Bridge substructures	98·82 "
Water service	64·98 "
Telegraph line	30·48 "
Hearst engine house	97·70 "
Total contract	92·26 "
Buildings	92·57 "

Track scales and cinder hoists not yet started.

Work remaining to be done consists principally of grading into new ballast pit at Mile 48; train-fill, 255,000 cubic yards; ballast, 105,000 cubic yards; concrete, corrugated iron pipes, telegraph line, and various small items, amounting in value to about $490,000.

Buildings to complete, value about $27,000

Tracklaying on the main line of this district was finished on November 17, 1913, when connection was made with the line east from Quebec at the first crossing of the Megiskan river, the boundary between District "C-D" and District "B." All track is now laid, with the exception of parts of sidings on contract No. 13, and three miles of track in Hearst division yard.

Ballasting is practically finished on contracts Nos. 14 and 15, and there remains about 27 per cent to do on contract No. 13, and 30 per cent on contract No. 16.

A great deal of extra train-filling was done this past summer, on contracts Nos. 13, 14 and 16, on account of sink holes developing. The filling of these caused a delay in the general work on all contracts. These were especially bad at Natagagan river, contract No. 13; Lavoie creek; Okikodasik river and Molesworth river, contract No. 14; and at mile 216 and 237, contract 16.

At Mile 237, about 6 miles west of Hearst, sink hole was so bad that an engine could not cross for two weeks. These settlements caused considerable delay to the work. However, all are up to grade at present, and I hope will stay so.

At Okikodasik river, the east abutment, behind which the fill had been made for eight months, suddenly slipped sideways toward the river, foundation piles and all, carrying with it an 80-foot girder. This has been temporarily replaced, and a steel viaduct will be erected the coming summer.

Telegraph line is practically complete on contracts Nos. 13, 14, and 15, but contractors on contract No. 16 have had considerable trouble keeping men on the work.

Culverts and bridge substructures: All concrete work is finished, with the exception of the First Megiskan crossing, contract No. 13; viaducts at Okikodasik and Departure creeks; and 100-foot girder at Little Mistongo, pile foundations for which are now going in.

All steel bridges are erected, except those noted above.

Water service. All tanks are erected, except the 70,000 gallon tank at O'Brien division yard, and the service is almost completed, except at that point.

The percentage of work done on the district is 96·74 per cent of the total.

Buildings: These include stations, section houses, freight sheds, icehouses, storehouses, and coal houses. John King is contractor for all buildings mentioned above, except storehouse at Cochrane.

Buildings on the district are 73·76 per cent complete.

FIRES AND ACCIDENTS.

A serious bush fire broke out along the line of contract No. 13 on the first day of July last, and we lost our Residency No. 8 buildings, near Bell river.

The general contractors lost their machine and repair shops and other buildings at Peter Brown Creek headquarters, and this loss caused some delay in the progress of the contract. Other fires occurred along the line, but nothing serious.

At Hearst, contract No. 16, we lost one of the Residency buildings by fire.

Very little sickness occurred amongst our staff or employees of the general contractors.

STAFF.

The district office and field staffs were reorganized last April, and in December a general reduction in the field staff was made owing to the closing up of the work.

The police and medical services were generally satisfactory, no complaints being made.

I expect that the whole of the general contracts, and all buildings and other contracts, will be finished by November 30, 1914.

Yours truly,

T. S. ARMSTRONG,
District Engineer.

REPORT OF ENGINEER—DISTRICT "E."

JUNE 10, 1914.

GORDON GRANT, Esq.,
Chief Engineer, National Transcontinental Railway,
Ottawa, Ontario.

SIR,—In accordance with your circular of June 6, file 12,424, I beg to report on work done on District "E" during the fiscal year ending March 31, 1914.

CONSTRUCTION.

This district covers three contracts: Contract No. 17 (100·26 miles), contract No. 18 (75 miles), and contract No. 19 "E" (19·64 miles). These extend from through Mileage 1233·37 to Mileage 1428·01, approximately.

Contract No. 17.—Messrs. M. P. & J. T. Davis, contractors; O'Brien, McDougall & O'Gorman, agents. This contract extends from district Mileage 60-160, actually being 100·26 miles.

Grading is 87 per cent complete, the balance being trainfill, one-third of which goes to Pagwachuan river.

Tracklaying is 82 per cent complete; main line laid, 100·26 miles; sidings, 12·95 miles; balance to lay, 8 miles in Grant division yard.

Ballasting is 48·04 per cent complete; all main line has first lift, and part of it second lift.

Culverts and small waterways, 94 per cent complete; all concrete work is finished, balance being corrugated pipes.

Permanent bridge substructures, 97 per cent complete; all concrete work is finished.

Water service is 40 per cent complete; work remaining to be done is principally in Grant division yard, which also includes sewerage.

Steel tanks are all erected, 100 per cent complete.
Telegraph line is 25 per cent complete.
Grant engine house is 86 per cent complete.
Total contract is 83 per cent complete.

BUILDINGS.

Buildings are 68 per cent complete.

Work remaining to be done consists principally of train-filling, approximately 632,000 cubic yards, of which 275,000 goes to Pagwachuan river crossing; ballasting 173,000 cubic yards; telegraph line, 60 miles; part of Grant division yard water and sewer service; some connections at other water stations on contract; 8 miles of tracklaying in Grant division yard; and concrete floors, electric wiring, and plumbing in engine house, Grant division yard, the whole amounting to about $700,000.

On buildings, there is still a little less than one-third to do, amounting to about $50,000.

Contract No. 18.—E. F. & G. E. Fauquier, contractors; Nepigon Construction Co., agents. This contract, of approximately 75 miles, extends from District Mileage 160-235. Percentage of work done is as follows:—

	Complete.
Grading (balance being train-fill)	91 per cent.
Tracklaying	99 "
Ballasting	87 "
Culverts and small waterways	99 "
Bridge substructures	99 "
Water service (all steel tanks erected)	94
Telegraph line	41·19 "
Total contract	94 "
Buildings	97·75 "

Work remaining to be done is principally train-fill, 380,000 cubic yards; ballasting, 32,000 cubic yards; and sundry small items, amounting altogether to about $280,000.

Buildings, about $6,000 will complete.

Contract No. 19.—O'Brien, Fowler & McDougall Bros., contractors. This contract, of 19·64 miles, extends from District Mileage 235 to 254·64. Percentage of work done is as follows:—

	Complete.
Grading	99 per cent.
Tracklaying (consisting of 19·64 miles main line and 9·9 miles of sidings)	100 "
Ballasting	98 "
Culverts	98 "
Water service (70,000 gallons steel tank at Armstrong division yard erected)	91
Telegraph line	99 "
Engine house	98 "
Total contract	96 "
Buildings	90 "

Work remaining to be done consists of sundry items, amounting to about $15,000.

Buildings, about $2,000 will finish.

GENERAL.

Tracklaying on the main line was finished in 1912, with the exception of some main line sidings and sidings in division yards.

Ballasting and train-filling went on very slowly last year, partly owing to the late spring.

There were also a number of sink holes developed, particularly at Mile 117 and Mile 167, which took a great deal of material, thus naturally delaying other work. These are now up to grade, and, I expect, will continue so.

All concrete culverts and bridge substructures are now finished.

All the large steel bridges and viaducts are now erected, but there are still some eight small girder spans to be placed. This will be done this coming summer.

The water service is practically completed, except at Grant division yard, and the connecting of pipe lines with tanks at water stations.

The telegraph line on the district is very backward. This was owing to labour conditions on contract No. 17, and to the wreck of contractor's tug on lake Nipigon, by which telegraph poles were brought from the south end of the lake, thus making delivery of same impossible for last year on contract 18.

Buildings include station buildings, trainmen's houses, icehouses, storehouses, section houses, tool houses, and freight sheds; and are about completed on this district, with the exception of some small stations which are under way.

The percentage of work done on the whole district is about 87 per cent of the total, and my opinion is that all work on the general and other contracts will be finished by November 30, 1914.

STAFF.

Our district office was moved from Hearst to Cochrane, in November, and occupies the same building as District "C-D," thus making it more convenient, as well as economical.

Several Residencies are totally closed, and the remaining staffs were reduced for the winter months. The balance of the field staffs are employed in clearing off all office work ready for spring.

CASUALTIES.

One of our ballast inspectors, Mr. John Gibson, was killed by falling off ballast train on September 8; cause unknown.

Medical and police service has been satisfactory.

Yours truly,

T. S. ARMSTRONG,
District Engineer.

REPORT OF DISTRICT ENGINEER—DISTRICT "F."

ST. BONIFACE, MAN., June 17, 1914.

GORDON GRANT, Esq.,
Chief Engineer,
Ottawa.

SIR,—I beg to report on the progress of work on District "F" for fiscal year ending March 31, 1914.

The uncompleted portions of the different contracts on this district remain the same as at date of my interim report to December 31, 1913, no work having been done during the winter months.

Following is a list of unfinished contracts, all of which it is expected will be completed during the coming summer:—

Contract 21.—Laying of approximately 15 miles of track and 50,000 cubic yards filling in Transcona yard; completion of yard layout at Redditt.

Contract 21A.—Filling around Transcona shops, approximately 15,000 cubic yards remaining to be done.

Final estimate has been given contractor J. D. McArthur, on both above contracts, work to be completed by the Grand Trunk Pacific railway.

Contract 72F.—Station buildings, 99 per cent completed. Extension to water and sewerage systems at Redditt and Graham. Laying of eight additional tracks in Graham yard. Laying guard rails on Red river bridge and approaches. Completion of section house near crossing, Dundee branch, Canadian Northern railway, Transcona.

All of the foregoing, with the exception of contract 72F, to be done by the Grand Trunk Pacific railway.

Yours truly,

M. C. MACFARLANE.
District Engineer.

REPORT OF BRIDGE ENGINEER.

OTTAWA, June 26, 1914.

GORDON GRANT, Esq.,
Chief Engineer.

SIR,—In reply to your letter of 6th instant, file 12, 424, I hand you herewith, in quadruplicate, our annual statement of the amounts paid on account of steel bridges to March 31, 1914.

Your very truly,

R. F. UNIACKE.
Bridge Engineer.

STATEMENT showing Approximate cost of Steel Bridges and amounts paid on Contracts to March 31, 1914.

DISTRICT "A."

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of steel in pounds.	Rate per lb.	Timber F. B. M.	Rate per M ft. B.M.	Total estimated cost of superstructure.	Paid to March 31, 1914.	Percentage of work completed.
					cts.		$ cts.	$ cts.	$ cts.	Per cent
Over Xing Highway	8·5	1-18′ dk. pl. gr. span	Dominion Bridge Co.	13,409	4·375	5,167	47 00	834 19	834 19	100
Canaan River Viaduct	21·70	5-30′, 5-60′, 1-80′ dk. pl. gr. spans and 5 towers 30′ span.	Canada Foundry Co.	848,133	4·50	73,250	47 00	41,608 73	41,608 73	100
Over Xing Red Bank Rd	54·60	1-66′ thro. pl. gr. span	Dominion Bridge Co.	110,097	4·375	10,935	47 00	5,330 68	5,330 68	100
Salmon River (Chipman)	57·00	4-40′, 4-60′, 2-80′ dk. pl. gr. spans and 4 towers 40′ span and 4-150′ dk. truss spans.	Canada Foundry Co.	2,178,372	4·65	154,110	47 00	108,537 47	108,537 47	100
Over Xing Salmon R. Rd.	57·50	1-21′ 4″ dk. pl. gr. span	W. P. McNeil	27,050	4·34	5,213	51 00	1,439 83	1,439 83	100
Newcastle Stream	67·00	4-40′, 6-60′ dk. pl. gr. spans, 4 towers 40′ span and 1 rocker bent.	Structural Steel Co.	1,030,095	3·95	72,020	37 00	42,168 50	42,168 50	100
Cains River	82·00	1-80′ dk. pl. gr. span	W. P. McNeil	93,570	3·96	12,917	45 00	4,286 63	4,339 88	100
S. W. Miramichi	124·50	1-175′ thro. truss span.	Dominion Bridge Co.	491,911	4·17	21,983	47 00	21,545 89	21,545 89	100
N. B. S. W. Miramichi	133 00	1-425′ thro. truss span	"	292,759	4·17	18,100	47 00	13,058 75	13,058 75	100
Juniper Brook	134·07	1-44′ thro. pl. gr. span	W. P. McNeil	53,560	4·00	7,745	45 00	2,488 52	2,488 52	100
Odell Brook	150·00	1-44′ thro. pl. gr. span	"	70,700	4·00	7,060	45 00	3,145 70	3,145 70	100
Tobique River	165·20	3-140′ dk. trusses, 2-100′ and 1-80′ dk. pl. gr. spans.	Canada Foundry Co.	1,471,866	4·38	91,504	46 00	68,676 91	68,676 91	100
Over Xing Highway	165·70	1-22′ 7′ dk. pl. gr. span	Dominion Bridge Co	16,344	4·94	5,588	52 00	1,097 97	1,097 97	100
Graham Brook	180·70	3-60′, 3-50′ and 5-40′ dk. pl. gr. spans and 5 towers 40′ span	"	998,840	4·34	70,130	52 00	46,996 42	46,996 42	100
Caton Brook	181 80	11-60′, 10-40′ dk. pl. gr. spans and 10 towers 40′ span.	"	2,297,478	4·34	140,562	52 00	111,359 77	111,359 77	100
Under Xing Foley Brook Road	182·90	3-22′ I Beams spans.	"	31,134	4·89	6,850	52 00	1,878 65	1,878 65	100
Little Salmon River	184·70	25-100′ 3″, 24 58′ 9″ thro. pl. gr. spans and 24 towers 58′ 9″ span.	"	13,991,310	4·68	518,041	46 00	678,623 20	678,623 20	100
Under Xing Falls Brook Road	190·00	1-99′ Pony truss span	"	72,866	4·94	10,476	52 00	4,144 33	4,144 33	100
Little River	192 00	11-40′, 9-60′, 2-80′ and 1 100 dk. pl. gr. spans and 11 towers 40′ span.	Structural steel Co.	2,529,396	3·95	167,284	37 00	106,250 65	106,250 65	100
Four Mile Brook	197·60	6-30′, 1-59′ 7″, 5-60′, 1-75′ dk. pl. gr. spans and 6 towers 30′ span	W. P. McNeil	1,055,359	4·31	96,700	40 00	49,670 58	51,710 53	100

Grand River	207·80	2-88′ thro. pl. gr. spans	"	312,222	3·94	25,840	42 00	13,386 83	13,386 83	100
Sigas River	209·80	1-80′ dk. pl. gr. span	"	94,028	3·89	12,917	42 00	4,200 20	4,200 20	100
Quisibis River	215·80	1-99′ thro. pl. gr. span	Dominion Bridge Co	191,778	4·39	15,422	47 00	9,143 88	9,143 88	100
Green River	220·90	2-77′ thro. pl. gr. spans	W. P. McNeil	246,239	4·07	22,343	42 00	10,960 33	10,968 28	100
Iroquois River	227·80	1-66′ thro. pl. gr. span	Dominion Bridge Co	98,949	4·39	11,256	47 00	4,872 89	4,872 89	100
Madawaska River	230·20	1-99′ and 1 83′ 6″ thro. pl. gr. spans	"	337,233	4·39	26,179	47 00	16,034 94	16,034 94	100
Over Xing Ferry Rd	230·30	1-33′ thro. pl. gr. span	"	33,473	4·625	6,610	47 00	1,858 80	1,858 80	100
Baker Brook	243·80	1-80′ dk. pl. gr. span	W. P. McNeil	93,590	3·89	12,917	42 00	4,183 16	4,183 16	100
Under Xing Highway Baker Lake	251·50	1-40′ thro. pl. gr. span	Dominion Bridge Co	20,000	4·94	3,700	52 00	1,180 40	1,037 87	99

District "B"- East.

Kitchen Brook	257·15	1-33′ thro. pl. gr. span	Dominion Bridge Co	33,924	4·15	4,452	52 00	1,764 10	1,588 47	98
Narrows Lac Long	265·45	1-66′ thro. pl. gr. span	"	98,733	3·97	8,020	52 00	4,465 20	4,188 63	98
Blue River	277·45	4-80′ dk. pl. gr. spans and 1-150′ dk. truss span	"	797,424	4·34	59,072	48 00	37,443 65	37,443 65	100
Nigger Brook	283·45	1-55′ thro. pl. gr. span	"	71,774	4·15	6,998	52 00	3,342 52	3,342 52	100
St. Francis River	286·45	2-55′, 1-99′ thro. pl. gr. spans	"	414,232	4·29	24,628	52 00	19,051 21	19,051 21	100
Boncanne River	293·25	1-150′ dk. truss, 4-60′, 3-56′, 2-40′, 5-30′ dk. pl. gr. spans 5 towers 30′ span and 2 towers 40′ span	"	1,831,938	4·56	106,838	52 00	89,091 95	89,091 95	100
Rochue River	300·95	1-35′ dk. pl. gr. span	"	27,694	3·95	4,576	52 00	1,331 86	1,331 86	100
Main Fourchue River	305·80	1-30′ dk. pl. gr. span	"	22,549	3·95	4,376	52 00	1,118 23	1,118 23	100
Little Black River	312·95	1-55′ thro. pl. gr. span	Dom. Br. Co	72,172	4·15	7,094	52 00	3,364 03	3,364 03	100
Mame River	316·95	1-50′ dk. pl. gr. span	"	50,531	3·95	7,398	52 00	2,380 68	2,380 68	100
River du Loup	323·45	2-60′ & 1-80′ dk. pl. gr. span	W. P. McNeil	225,066	4·20	30,134	52 00	11,012 20	11,012 20	100
River eau Chaude	332·70	1-60′ dk. pl. gr. span	"	60,364	4·06	7,878	52 00	2,860 44	2,860 44	100
Outlet Lake Therrien	361·15	1-77′ through pl. gr. span	"	122,900	4·25	9,326	52 00	5,695 91	5,695 91	100
Bras d'Apic E. Br.	369·45	1-60′ dk. pl. gr. span	"	60,600	4·06	7,960	52 00	2,874 28	2,874 28	100
Bras d'Apic W. Br	370·45	1-60′ dk. pl. gr. span	"	60,600	4·06	7,960	52 00	2,874 28	2,874 28	100
Merchant Pouce	375·45	1-60′ dk. pl. gr. span	"	60,620	4·06	8,184	52 00	2,886 74	2,886 74	100
Fortins Creek	375·95	1-60′ dk. pl. gr. span	"	60,600	4·06	7,960	52 00	2,874 28	2,874 28	100
Bras St. Nicholas	380·45	1-33′ through pl. gr. span	"	34,504	4·26	4,550	52 00	1,710 30	1,710 30	100
Fourche du Pin	396·45	2-70′ dk. pl. gr. & 1-125′ dk. truss spans	Dom. Br. Co	473,504	4·47	33,453	52 00	22,905 19	22,905 19	100
Abenakis River	415·25	1-100′ & 2-60′ dk. pl. gr. spans	W. P. McNeil	277,000	4·27	31,983	48 00	13,363 08	13,363 08	100
Etchemin River	421·08	2-100′ & 2-70′ dk. pl. gr. spans	Dom. Br. Co	451,941	4·72	48,672	55 00	24,008 72	24,008 72	100
Over Xing Q. C. Ry	433·90	1-66′ through pl. gr. span	"	110,968	4·72	11,485	55 00	5,869 57	5,869 57	100
River le Bras	446·61	1-66′ through pl. gr. span	"	100,382	4·72	8,119	55 00	5,426 90	5,426 90	100
				45,720	0·53					
Creek Xing M. 13 2	447·25	1-40′ dk. pl. gr. span	"	31,771	4·70	5,382	53 00	1,778 49	1,778 49	100
Under Xing I. R. C. Highway Viaduct Mile 2·17	457·88	1-88′ through pl. gr. span	"	158,008	4·72	15,465	55 00	8,198 56	8,198 56	100
	458·28	1-50′ & 2-40′ dk. pl. gr. spans	"	66,110	4·72	12,362	55 00	3,800 29	3,800 29	100

STATEMENT showing approximate cost of Steel Bridges and amounts paid on contracts to March 31, 1914—*Continued.*

DISTRICT "B"—WEST.

Name.	Through Mileage.	Description.	Contractor.	Estimated weight of steel in pounds.	Rate per lb	Timber F.B.M.	Rate per M. ft. B. M.	Total estimated cost of superstructure.	Paid to March 31, 1914.	Percentage of work completed.
					cts.		$ cts.	$ cts.	$ cts.	
Cap Rouge Highway	463·05	1-89′ 2″ through truss swing	Dom. Br. Co.					2,200 00	2,200 00	100
Cap Rouge Viaduct	463·05	32-40′, 27-51′ dk. pl. gr. spans, 1-125′, 1-150′, 1-160′ dk. truss spans, 30 towers 40′ span & 1 rocker bent	"	8,456,297	3·94	613,122	42 00	358,929 22	362,329 22	100
River aux Pommes	479·95	1-50′ dk. pl. gr. span	"	46,373	4·04	9,378	47 00	2,314 24	2,314 24	100
Jacques Cartier R.	482·45	2-30′, 2-60′, 1-80′ dk. pl. gr. spans, 1-100′ dk. truss 2 towers, 30′ span & 1 rocker bent	"	832,881	4·19	50,040	50 00	37,399 71	38,259 71	100
Portneuf River	489·35	2-60′ & 1-100′ dk. pl. gr. spans	"	265,430	4·09	31,420	47 00	12,332 83	12,332 83	100
Grand Bras d'Arme	499·35	1-40′ dk. pl. gr. span	"	33,278	4·44	5,442	52 50	1,763 25	1,763 25	100
Lachevrotiere River	500·35	1-33′ through pl. gr. span	"	33,431	4·84	4,574	52 50	1,858 20	1,858 20	100
Ste. Anne River	503·95	2-70′ & 1-100′ dk. pl. gr. spans	"	443,280	4·09	45,044	47 00	20,247 22	20.247 22	100
River Noire	505·95	2-50′ dk. pl. gr. spans & 1-125′ dk. truss span	"	358,920	4·18	28,625	47 00	16,318 23	18,603 93	100
Nigerette River	506·45	1-30′ dk. pl. gr. span	"	20,731	4·44	4,040	52 50	1,132 56	1,132 56	100
Charest River	511·15	4-30′, 1-45′, 3-60′, 1-75′ dk. pl. gr. spans & 4 towers 30′ span	"	641,728	3·95	57,342	50 00	28,215 36	34,109 33	100
Batiscan River	525·75	2-40′ 3-60′ dk. pl. gr. spans 2-100′, 1-200′ dk. truss spans & 2 towers 40′ span	"	1,396,453	4·23	101,302	50 00	64,135 06	64,135 06	100
Batiscan R., W. Span	525·75	1-80′ dk. pl. gr. span.	"	96,231	4·83	12,412	55 00	5,330 62	5,330 62	100
Over Xing Highway	531·25	3 skewed spans	"	33,277	4·72	7,200	47 00	1,909 07	1,909 07	100
Tawachiche River	543·45	1-44′ through pl. gr. span	"	51,425	4·84	8,338	52 50	2,926 72	2,926 72	100
Roberge Creek	545·45	1-40 0 to 0 D. T. through pl. gr. span	"	93,405	4·84	14,796	52 50	5,442 79	5,442 79	100
R. des eaux Mortes	555·45	1-125′ dk. truss span	"	364,336	5·12	18,100	52 50	19,604 25	19,604 25	100
River du Millieu	557·45	5-40′, 6-60′, 3-75′, 2-90′ dk. pl. gr. spans, 1-225′ dk. truss span 2 towers, 60′ span & 5 towers 40′ span	"	3,409,062	4·93	163,570	52 50	176,654 17	176,654 17	100
1st Xing Brochet R.	559·45	1-60′ dk. pl. gr. span	"	58,995	4·44	10,164	52 50	3,152 99	3,152 99	100
2nd " "	561 95	1-55′ through pl. gr. span	"	72,868	4·44	9,320	52 50	3,724 64	3,774 64	100
3rd " "	562·45	1-55′ through pl. gr. span	"	72,324	4·44	9,320	52 50	3,700 49	3,750 49	100

4th Xing Brochet R.	568	95	1-33′ thro. pl. gr. span	Dom. Br. Co.		33,387	4 44	6,968	52 50	1,848 20	1,848 20	100
5th " "	570	05	1-36′ 10″ c to c thro. pl. gr. span	"		60,789	4 44	6,220	52 50	3,025 58	3,025 58	100
Creek a Beance	575	45	1-40′ dk. pl. gr. span	"		32,533	4 44	7,696	52 50	1,848 51	1,848 51	100
Over Xing Q. & L. St. J. Ry	578	70	1-76′ c to c thro. pl. gr. span	"		120,032	4 84	11,340	52 50	6,404 90	6,404 90	100
Little Bostonnais R.	579	95	2-60′ & 1-100′ dk. pl. gr. spans	"		310,486	4 84	35,230	52 50	16,877 10	16,877 10	100
Big Bostonnais River	585	15	4-90′ dk. pl. gr. spans	"		519,204	4 84	51,882	52 50	27,853 28	27,853 28	100
Croche River	588	15	4-90′ skewed thro. pl. gr. spans	"		674,266	4 84	41,027	52 50	34,788 39	34,788 39	100
1st Xing St. Maurice	589	05	6 140′ thro. truss spans	"		1,951,535	4 98	116,080	52 50	103,280 64	103,280 64	100
River au Lait	589	35	1-77′ thro. pl. gr. span	"		122,719	4 84	12,450	52 50	6,593 22	6,593 22	100
Vermillion River	605	45	3-40′, 2-60′, 1-80′ dk. pl. gr. spans, 2-125′, 2-225′ dk. truss spans & 3 towers 40′ span	"		2,744,995	4 22	139,922	18 00	122,555 05	122,555 05	100
Flamand River	626	45	1-175′ thro. truss span	"		517,573	4 43	24,124	51 00	24,158 80	24,158 80	100
Little Flamand River	634	95	2-55′ & 1-99′ thro. pl. gr. spans	"		341,009	4 27	26,685	51 09	15,922 02	15,922 02	100
2nd Xing St. Maurice River	648	45	3-200′ skewed thro. truss spans	"		1,981,574	4 27	75,768	51 00	88,477 37	88,477 37	100
3rd Xing St. Maurice River	655	85	3-200′ skewed thro. truss spans	"		1,957,375	4 27	74,006	51 00	87,354 22	87,354 22	100
Mamian River	657	63	3 180′ skewed thro. truss spans	"		1,637,351	4 27	66,890	51 00	73,326 28	73,326 28	100
1st Xing Ribbon R.	658	33	2-150′ thro. truss spans	"		776,470	4 30	37,196	51 00	35,285 20	35,285 20	100
Atikmahik Creek	662	33	8-60′, 7-30′ dk. pl. gr. spans & 7 towers 30′ span	"		985,457	4 22	91,875	51 00	12,566 91	12,566 91	100
					(less)	126,695	3 00					
Minachin Creek	679	95	1-44′ thro. pl. gr. span	"		52,419	4 39	5,978	54 00	2,624 00	2,624 00	100
2nd Xing Ribbon R.	681	55	1-150′ thro. truss span	"		389,724	4 50	18,898	50 00	18,482 48	18,482 48	100
Piequi Creek	685	55	1-60′ dk. pl. gr. span	"		62,525	4 14	8,101	53 00	3,017 89	3,017 89	100
Lake Travers	687	13	2-77′ thro. pl. gr. spans	"		283,376	4 29	18,640	53 00	13,144 74	13,144 74	100
Upper Ribbon River	689	13	1-99′ thro. pl. gr. span	"		226,188	4 29	12,024	53 00	10,310 72	10,310 72	100
Boucher Creek	696	15	1-44′ thro. pl. gr. span	"		51,864	4 30	5,864	53 00	2,540 94	2,540 94	100
Gatineau R. E. Br.	706	17	2-70′ dk. pl. gr. spans	"		154,533	4 34	18,402	54 00	7,700 44	7,700 44	100
Marten River	710	27	9-55′, 8-30′, dk. pl. gr. spans & 8 towers 30′ span	"		998,420	4 32	98,209	54 00	18,435 02	18,435 02	100
Little Pitch Pine Cr.	718	47	1-70′ & 2-35′ dk. pl. gr. spans	"		129,397	4 17	16,464	53 00	6,268 43	6,268 43	100
East Cache Creek	736	67	1-80′ & 2-40′ dk. pl. gr. spans	"		157,775	4 18	18,704	53 00	7,586 30	7,586 30	100
Oscelanco River	739	17	2-50′ & 2-40′ dk. pl. gr. spans	"		109,142	4 19	13,568	53 00	5,292 16	5,292 16	100
Haycock Creek	744	47	1-70′ dk. pl. gr. span	"		75,636	4 19	8,400	53 00	3,614 34	3,614 34	100

District "C".

Susie River	765	03	1-90′ dk. pl. gr. span	Dom. Br. Co.		124,600	4 30	12,900	53 00	6,015 70	3,763 44	61
Dead Fox Creek	773	23	1-55′ thro. pl. gr. span.	Can. Br. Co.		72,000	5 49	7,500	55 00	4,300 00	1,964 40	45
Kekek River	776	37	1-77′ thro. pl. gr. span	Can. Fdy. Co		119,000	5 35	9,900	50 00	6,861 00	3,429 48	50

STATEMENT showing approximate cost of Steel Bridges and amounts paid on Contracts to March 31, 1914—*Continued.*

Name.	Through Mileage.	Description.	Contractor.	Estimated weight of steel in pounds.	Rate per lb.	Timber F.B.M.	Rate per M. ft. B.M.	Total estimated cost of superstructure.	Paid to March 31, 1914.	Percentage of work completed.
					cts.		$ cts.	$ cts.	$ cts.	
Managuish River	784·13	1-80′, 5-60′, 4-40′ dk. pl. gr. spans 4-40′ towers & 1 rocker bent	Can. Br. Co.	733,561	5·12	73,320	55 00	41,584 48	40,192 41	97
Durant Lake	791·43	1-30′ dk. pl. gr. span	Can. Fdy. Co.	21,000	5·33	4,200	50 00	1,329 20	666 00	50
1st Xing Atik River	795·63	1-80′ dk. pl. gr. span	"	94,000	5·24	11,700	50 00	5,510 60	2,613 00	47
2nd " "	800·93	1-80′ & 2-50′ dk. pl. gr. spans	"	187,000	5·14	23,560	50 00	10,789 80	5,100 00	47
3rd " "	804·03	1-80′ & 2-60′ " "	"	212,000	5 14	28,560	50 00	12,324 80	6,766 72	55
4th " "	807·33	1-80′ & 2-60′ " "	"	212,000	5·15	28,560	50 00	12,324 80	5,730 00	45
Canyon Creek	812·53	1-80′, 5-60′, 4-40′ dk. pl. gr. spans 4-40′ towers & 1 rocker bent	Can. Br. Co.	784,500	5·12	72,000	55 00	44,126 40	43,066 01	98
1st Xing Megiskan R.	819·53	2-125′ dk. truss & 2-100′ dk. pl. gr. spans	H. B. W. Co.	876,900	5·18	60,540	51 00	48,510 96	35,975 88	74
Sunday River	830·57	1-125′ thro. truss span	Dom. Br. Co.	290,000	4·87	15,400	53 00	14,939 20	8,988 15	60
2nd Xing Megiskan R.	834·83	2-60′ dk. pl. gr. & 1-250′ thro. truss spans	H. B. W. Co.	1,087,000	5·18	47,100	51 00	58,708 70	54,701 23	93
Bell River	844·23	2-60′ dk. pl. gr. & 1-160′ thro. truss spans	Dom. Br. Co.	561,000	5 57	24,800	54 00	32,586 90	13,745 50	42
Cedar Creek	855·83	1-39′ dk. pl. gr. span	Can. Br. Co.	33,000	5·00	6,700	55 00	2,018 50	975 15	48
Natagagan River	867·73	1-70′ dk. pl. gr. span	"	75,000	5·00	9,200	55 00	4,256 00	2,211 00	52
Peter Brown Creek	878·99	1-100′ & 2-40′ dk. pl. gr. spans	"	209,000	4·68	25,400	54 00	11,152 80	11,288 27	100
Harricanaw River	887·93	1-300′ thro. truss & 2-70′ dk. pl. gr. spans	"	1,348,400	4·93	69,900	54 00	70,250 72	73,250 64	100
Nawapitichin Forks	904·73	4-60′, 3-40′ dk. pl. gr. spans and 3-40′ towers	"	403,000	4·96	48,000	54 00	22,580 80	25,351 44	100
Deer River	913·83	1-66′ thro. pl. gr. span	"	96,000	4·96	8,800	54 00	5,236 80	5,285 63	100
Robertson Lake	915·13	1-77′ thro. pl. gr. span	"	119,000	4·96	10,000	54 00	6,442 40	6,422 60	100
Kakameonan River	922 63	1-90′ & 2-50′ dk. pl. gr. spans	"	216,400	4·64	25,600	54 00	11,423 36	11,447 27	100
Molesworth River	931·13	1-150′ thro. truss, 1-90′ & 1-40′ dk. pl. gr. spans	"	519,000	4·96	36,800	54 00	27,729 60	27,921 87	100
3rd Xing South River	940·83	1-59′ o to o dk. pl. gr. span	"	56,000	4·72	7,500	54 00	3,048 26	1,953 50	64
Whitefish River	942·13	1-275′ thro. truss span	"	1,115,776	4·93	33,623	54 00	56,823 40	56,823 40	100
Okikodasik River	956·73	1-200′ thro. truss & 1-80′ dk. pl. gr. spans	"	715,200	4 88	34,300	54 00	36,753 96	41,769 72	100
Okikodasik River	956-73	2-65′, 7-50′, 6-40′ dk. pl. gr. spans 6-40′ towers and 1 rocker bent	"	745,600	4·93	95,000	55 00	41,983 08	12,802 98	30

District "D."

Departure Creek	972·12	2-80′, 1-60′, 3-50′, 5-40′ dk. pl. gr. spans 5-40′ towers	Can. Br. Co.	644,600	4·93	78,000	55 00	36,068 78	8,696 00	24
Circle River	987·37	1-200′ thro. truss span	"	616,284	4·35	24,081	50 00	28,012 40	28,012 40	100
Low Bush River	987·62	1-200′ thro. truss span	"	617,888	4·35	24,081	50 00	28,082 18	28,082 18	100
Little Mistongo R.	994·32	1-100′ dk. pl. gr. span	"	149,000	4·93	14,000	55 00	8,115 70	2,664 26	33
Mistongo River	1,002·12	11 30′, 11-60′, 1-80′ dk. pl. gr. spans & 11 towers 30′ span.	H. B. W. Co.	1,785,239	3·58	145,120	51 00	71,312 67	71,312 67	100
Sucker Creek	1,010·62	1-30′ dk. pl. gr. span	"	23,350	4·75	6,350	58 00	1,477 43	1,441 37	98
Abitibi River	1,020·15	4-30′, 2-57′·10″, 3-60′, dk. pl. gr. spans 2-210′ dk. truss spans 4 towers 30′ span & 1 rocker bent.	"	2,270,526	3·86	114,100	50·50	93,404 35	93,404 35	100
Brule Creek M. 99	1,024·12	1-60′ dk. pl. gr. span	"	61,900	4·70	10,440	51 00	3,441 80	3,441 80	100
Frederichouse R.	1,034·41	3-40′, 5-60′ dk. pl. gr. spans 1-200′ dk. truss span & 3 towers 40′ span.	"	1,341,480	4·60	88,251	51 00	66,055 88	66,055 88	100
Buckegow River	1,038·60	2-60′ & 1-90′ dk. pl. gr. spans	"	255,110	4·60	30,550	51 00	13,293 11	13,293 11	100
Driftwood River	1,048·62	2-50′ & 1-100′ dk. pl. gr. spans	"	255,173	4·60	29,432	51 00	13,238 99	13,238 99	100
Mattagama River	1,060·12	2 260′ thro. truss spans	Can. Br. Co.	2,018,062	4·30	67,201	50 00	90,136 72	90,136 72	100
Poplar Rapids River	1,066·62	2-50′ & 1-70′ dk. pl. gr. spans	H. B. W. Co	183,005	1·55	24,414	53 00	9,620 67	9,620 67	100
Wellington Creek	1,074·37	1-70′ dk. pl. gr. span	"	80,213	4·55	11,528	53 00	4,260 67	4,260 67	100
Ground Hog River	1,078·62	2 250′ thro. truss spans	Can. Br. Co	1,934,180	4·57	63,264	54 00	91,808 29	91,808 29	100
Brule Creek M. 156	1,081·12	1 55′ thro. pl. gr. span	H. B. W. Co.	74,055	4·75	9,333	58 00	4,058 92	4,058 92	100
Martin Creek	1,083·12	1-35′ dk. pl. gr. span	"	26,100	4·75	7,200	58 00	1,657 32	1,655 82	100
Bass River	1,093·72	1-55′ thro pl. gr. span	Can. Br. Co.	75,300	4·96	7,301	54 00	4,129 13	4,129 13	100
Kapuskasing R. E. Br.	1,098·12	3-100′ dk. pl. gr. spans	"	456,373	4·55	41,307	54 00	22,995 55	22,995 55	100
Kapuskasing R. W. Br.	1,098·12	2-100′ dk. pl. gr. spans.	"	297,966	4·55	27,607	54 00	15,048 23	15,048 23	100
Lost River	1,106·72	1-100′ dk. pl. gr. span	"	147,966	4·51	14,051	54 00	7,579 98	7,579 98	100
Solomon Creek	1,112·12	1-30′ dk. pl. gr. span	"	20,732	4·82	4,327	54 00	1,232 94	1,232 94	100
Opazatika River	1,119·12	1-200′ thro. truss span	"	619,328	4·93	24,983	54 00	31,881 95	31,881 95	100
Montcalm Creek	1,123·42	1-44′ thro. pl. gr. span	"	74,722	4·96	4,831	54 00	3,967 08	3,967 08	100
Crow Creek	1,129·12	1-44′ thro. pl. gr. span	"	53,690	4·96	5,825	54 00	2,977 57	2,977 57	100
Missinabi River	1,138·82	7-100′ & 2-80′ dk. pl. gr. spans	H. B. W. Co	1,300,648	4·41	116,722	54 50	63,719 92	63,719 92	100
McIlwarth Creek	1,154·12	1-50′ dk. pl. gr. spans.	Can. Br. Co.	46,929	4·76	6,942	54 00	2,608 69	2,608 69	100
Nelles Creek	1,154·62	1-40′ dk. pl. gr. span	"	31,692	4·76	5,702	54 00	1,816 45	1,816 45	100
Mattawishquia River	1,155·87	2-40′ 2-90′ & 1-100′ dk. pl.	"	458,355	4·61	49,484	54 00	23,802 31	23,802 31	100
Valentine Creek	1,172·12	2 50′ & 1-80′ dk. pl. gr. spans	"	184,300	4·68	23,500	54 00	9,894 24	9,664 92	98

District "E."

St. Joseph River	1175·10	1-44′ thro. pl. gr. pl. gr. span.	Can. Br. Co.	51,000	4·50	6,750	52 00	2,646 00	2,208 24	75
Kebinagami River	1177·85	1-150′, 1 125′ dk. truss spans 5-60′, 2 30′ dk. pl. gr. spans, 2 30′ dk. towers and 1 rocker bent.	H. B. W. Co.	1,157,000	1·55	80,000	53 00	56,883 50	61,192 70	100

STATEMENT showing approximate cost of Steel Bridges and amounts paid on Contracts to March 31, 1914—*Continued.*
DISTRICT "E"—*Continued.*

Name.	Through Mileage.	Description.	Contractor.	Estimated weight of steel in pounds.	Rate per pound.	Timber ft. B.M.	Rate per M feet B.M.	Total estimated cost of of superstructure.	Paid to March 31, 1914.	Percentage of work completed
					cts.		$ cts.	$ cts.	$ cts.	
Creek Mile 15·5	1188 35	1-33′ thro. pl. gr. span.	"	33,000	4·55	5,300	53 00	1,782 40	1,798 41	100
Creek Mile 17 21	1190 06	1-33′ thro. pl. gr. span.	"	33,000	4·55	5,300	53 00	1,782 40	1,798 41	100
White River	1195·85	2-100′ & 2-50′ dk. pl. gr. spans.	"	390,400	4·25	44,500	53 00	18,950 50	19,846 60	100
Skunk River	1196·55	2-100′, 3-60′, 5-40′ dk. pl. gr. spans & 4-40′ towers.	"	940,000	4·55	77,900	53 00	46,898 70	52,064 13	100
Nagagami River.	1197·70	2-100′, 1-60′, 3-50′ dk. pl. gr. spans & 5-30′ towers	"	925,000	4·55	75,100	53 00	46,067 80	49,719 49	100
Nagagami Branch.	1206·75	2-60′ dk. pl. gr. & 1-125′ dk. truss spans.	Can. Br. Co	410,000	4·50	30,700	52 00	20,046 40	20,117 93	95
Bad River.	1214·85	1-125′ thro. truss & 2-50′ dk. pl. gr. spans	H. B. W. Co	383,000	4·75	29,400	54 00	19,780 10	20,893 10	100
Martin Creek.,	1220·74	1-55′ thro. pl. gr. span.	Can. Br. Co	72,000	4·55	9,700	52 00	3,780 40	3,724 96	100
Clarke Creek	1227·35	1-40′ dk. pl. gr. span.	H. B. W. Co	30,000	4·40	5,700	54 00	1,627 80	1,716 97	100
Pagwanchman River	1233·85	1-150′ dk. truss span, 2-100′, 1-80′, 1-60′ & 1 40′ dk. pl. gr. spans.	Can. Br. Co	907,000	4·75	65,800	52 00	46,504 10	47,156 51	98
Midway Creek	1237·85	1-44′ thro. pl. gr. span	"	51,000	4·50	6,750	52 00	2,646 00	2,635 60	98
Dog River	1242·15	1-100′ dk. pl. gr. span.	H. B. W. Co.	149,000	4·35	14,300	54 00	7,253 70	7,716 21	98
Mahaffy Creek	1245·02	1-44′ thro. pl. gr span.	Can. Br. Co	51,000	4·50	6,750	52 00	2,646 00	2,636 69	98
Moose River	1248·75	1-90′ dk. pl. gr. span.	H. B. W. Co.	124,000	4·35	12,900	54 00	6,690 60	6,480 83	98
Flint River.	1250·93	1-99′ thro. pl. gr. span.	"	200,000	4·50	13,000	54 00	9,702 00	9,425 88	98
Black Creek.	1254·11	1-44′ thro. pl. gr. span.	Can. Br. Co.	51,000	4·50	6,750	52 00	2,646 00	2,637 34	98
Kenogami River	1259·15	4-65′, 1-30′ dk. pl. gr. spans, 2-125 dk. truss spans & 1-30′ tower.	"	906,000	4·55	69,200	52 00	44,821 40	45,268 81	98
Decaire Creek	1267·55	1-33′ thro. pl. gr. span.	"	34,000	5·12	7,200	52 00	2,115 20	1,242 65	60
Rabbitt Creek	1274·42	1-90′ dk. pl. gr. span	"	124,000	4·75	12,900	52 00	6,560 80	4,340 70	66
Beaver Creek	1285·80	1-40′ dk. pl. gr. span.	"	30,000	4·89	5,700	52 00	1,763 40	1,166 72	66
Twin River.	1294·55	1-100′ dk. pl. gr. span.	"	149,000	4·75	14,300	52 00	7,821 10	4,406 25	56
McDonald Creek, E. Br.	1297·70	1-66′ thro. pl. span	"	96,000	4·95	8,000	52 00	5,168 00	2,734 51	51
McDonald Creek, W. Br.	1299·04	1-40′ dk. pl. gr. span.	"	30,000	4·89	5,700	52 00	1,763 40	933 75	53
Kawashkagama River.	1317·25	2-30′ dk. pl. gr. spans & 1-160′ thro. truss span.	"	412,000	5·18	26,500	52 00	22,719 60	13,672 80	60
Trout Creek	1318·25	1-44′ thro. pl. gr. span.	"	51,000	5·10	8,400	52 00	3,037 80	1,570 59	50
Johnson Creek	1323·25	1-77′ thro. pl. gr. span.	"	119,000	4·95	12,400	52 00	6,535 30	3,304 75	50
Emilie Creek	1345·35	1-44′ thro. pl. gr. span.	Can. Fdy. Co.	51,000	4·60	8,400	54 00	2,799 60	1,529 19	55
Spruce Creek	1349·85	1-55′ thro. pl. gr. span.	"	72,000	4·60	9,700	54 00	3,835 80	2,109 90	55
Ombabika River.	1356·57	1-66′ thro. pl. gr. span.	"	96,000	4·60	8,900	54 00	4,896 60	3,315 49	68
Jackfish River	1381·17	1-100′, 6-60′, 5-40′ dk. pl. gr. spans, 5-40 towers & 1 rocker bent.	"	1,035,000	4·55	90,000	54 00	51,952 50	52,347 16	98

Mud River	1388 00	1-90', 3-60', 3-30' dk. pl. gr. spans & 3 towers 30' span	"		161,500	4 60	47,800	54 00	23,813 20	24,794 45	98
Rapid Creek	1397 45	1-55' thro. pl. gr. span	"		72,000	4 60	9,700	54 00	3,835 80	2,094 96	54
White Sand River	1404 42	1-99' thro. pl. gr. span	"		184,000	4 60	13,000	54 00	9,166 00	5,605 50	61

District "F"

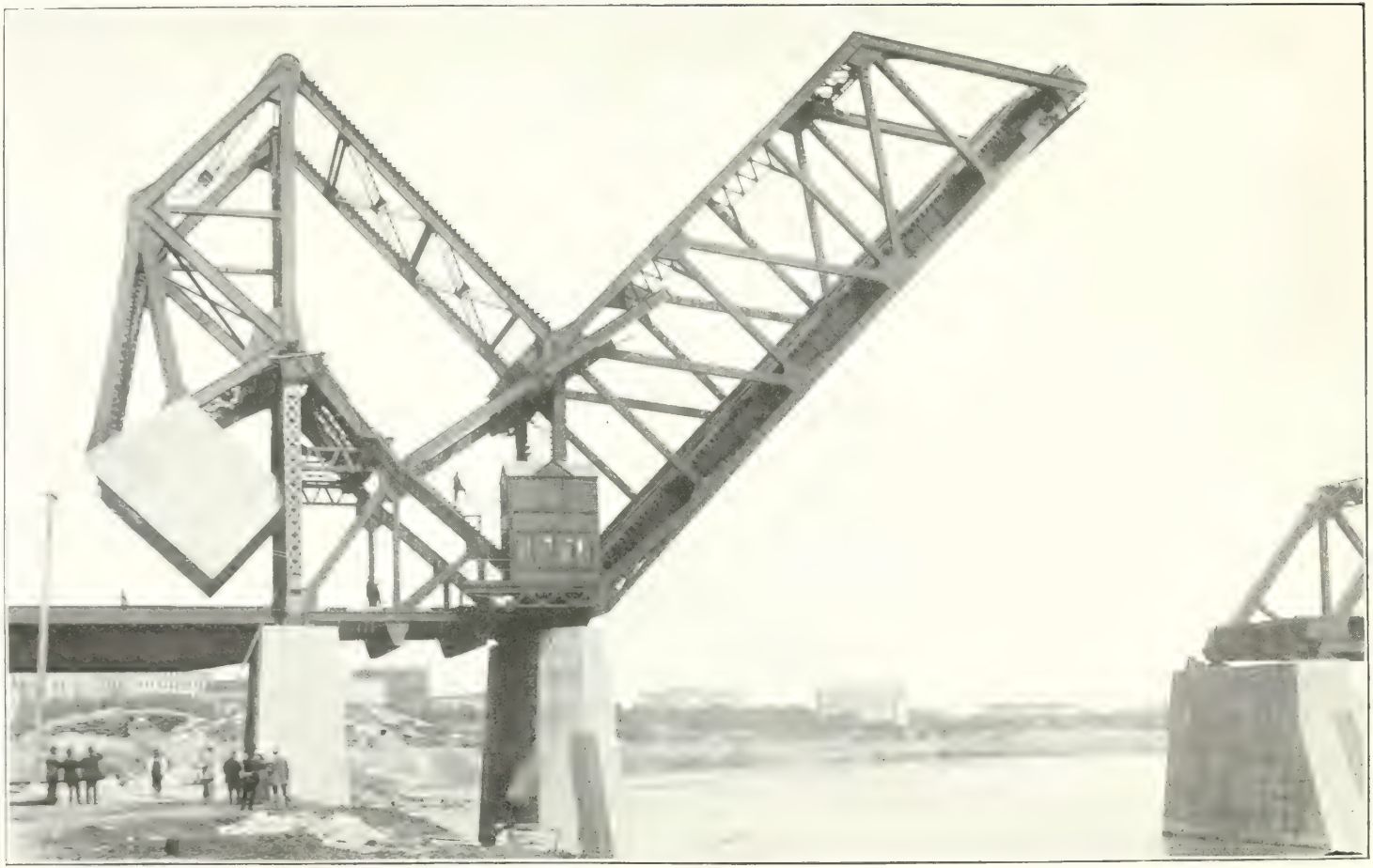
Lookout River	1448 84	1-99' thro. pl. gr. span	Can. Fdy. Co		184,000	4 80	13,100	54 00	9,539 40	5,552 52	58
Allan Water	1467 32	1-150' thro. truss span	"		370,000	4 90	19,600	54 00	19,188 40	7,459 73	39
Sturgeon R. Mile 94	1522 01	1-220' thro. truss spans	Can. Br. Co		734,322	4 67	29,940	50 00	35,789 84	35,789 84	100
Sturgeon R. Mile 119.5	1547 543	D.T. skewed thro. truss spans	"		2,313,234	4 67	98,543	50 00	112,955 18	112,955 18	100
Sioux Lookout River	1554 49	1-88' thro. pl. gr. span & 1-175' thro truss span	"		675,429	4 67	35,470	50 00	33,316 03	33,346 19	100
1st Xing Edith Cr.	1587 29	1-24'4" 0 to 0 dk. pl. gr. span	Can. Fdy. Co		15,224	5 07	5,700	48 00	1,045 46	1,045 46	100
2nd Xing Edith Cr	1587 69	1-24'4" 0 to 0 dk. pl. gr. span	"		15,224	5 07	5,700	48 00	1,045 46	1,045 46	100
Wabigoon River	1626 29	2-40' & 1-93' 0 to 0 dk. pl. gr. 6 spans	Can. Br. Co		182,832	5 70	27,100	50 00	11,776 42	11,776 42	100
Creek Xing M. 108	1662 29	1-20' 4" 0 to 0 through pl. gr. span	Canadian Foundry Co.		20,016	4 90	4,720	48 00	1,207 34	1,207 34	100
Creek Xing M. 118 25	1672 54	1-20' 4" 0 to 0 through pl. gr. span	"	"	20,016	9 90	4,720	48 00	1,207 34	1,207 34	100
Macfarlane River	1684 29	1-100' dk. pl. gr. span	"	"	147,384	4 70	16,310	48 00	7,709 93	7,709 93	100
Winnipeg River	1689 29	1-100' dk. pl. gr. span	Can. Br. Co		146,450	5 70	58,869	50 00	93,822 21	93,822 21	100
		1-.00' through trus span			1,196,103	6 90					
Creek Xing M. 158 75	1713 04	1-20' 4" 0 to 0 through pl. gr. span	Can. Fdy. Co		20,016	4 90	4,720	48 00	1,207 34	1,207 34	100
Over Xing C.P.R	1735 89	2-50' dk. pl. gr & 1-78' through pl. gr. spans	Can. Br. Co		228,390	5 70	26,636	50 00	14,350 03	14,350 03	100
Whitemouth River	1748 79	2-90' dk. pl. gr. spans	"		231,474	5 70	27,812	50 00	14,584 62	14,584 62	100
Brokenhead R.E. Br.	1763 69	1-89' 10" 0 to 0 through pl. gr. span	"		173,989	5 70	12,603	50 00	10,547 52	10,547 52	100
Brokenhead R.W. Br	1770 29	1-59' 10" 0 to 0 through pl. gr. span	"		98,502	5 70	9,250	50 00	6,077 11	6,077 11	100
Over Xing Poulin St. Mile 245 9	1802 15	1-55' D.T. dk. pl. gr. span	"		176,139	4 40	56' concrete at $23.00 per lin ft.		9,038 11	9,038 11	100
		Waterproofing	C. M. R. Co				1539 625 sq. ft. at 8c			123 17	
		Downspouts, &c	Jackson & Goldie							66 31	
Over Xing Russell Street	1802 35	1-55' D.T. dk. pl. gr. span	Can. Br. Co		141,055	4 40	56' concrete at $23.00 per lin. ft.		7,471 42	7,471 42	100
		Waterproofing	C. M. R. Co				1539 625 sq. ft. at 8c			123 17	
Over Xing C.P.R. & Bickerton Street	1802 65	1-100' D.T. pony truss, 4-31' 9", 1-67' D.T. dk. pl. gr. spans and 2 towers 31' 9" span.	Can. Br. Co		918,462	4 60	52,908 52 00 67 33' concrete at $23.00 per lin. ft.		46,549 06	46,549 06	100

STATEMENT showing approximate cost of Steel Bridges and amounts paid on Contracts to March 31, 1914—*Continued.*
DISTRICT "F"—*Continued.*

Name.	Through Mileage.	Description.	Contractor.	Estimated weight of steel in pounds.	Rate per lb.	Timber F. B. M.	Rate per M ft. B. M.	Total estimated cost of superstructure.	Paid to March 31, 1914.	Percentage of work completed.
					cts.		$ cts.	$ cts.	$ cts.	
		Waterproofing	C. M. R. Co			1866·625 sq. ft. at 8c			149 33	
over Xing Archibald Street	1802·75	1-81′ D.T. dk. pl. gr. span	Can. Br. Co	246,506	4·40	82·5′ concrete at $23.00 per lin.ft.		12,743 76	12,743 76	100
		2-30′ D.T. dk. pl. g r. spans	"	188,876	4·65	21,312 50 00		9,848 33	9,848 33	
		Waterproofing	C. M. R. Co			2248·125 sq. ft. at 8c			179 85	100
		Downspouts, &c	Jackson & Goldie						107 17	
Seine River Over Xing Highway	1802·95	1-100′, 4-50′ and 2-30′ dk. pl. gr. spans and 2-30′ towers	Can. Br. Co	819,178	4·55	75,894 52 00		41,219 09	41,219 09	100
Mile 246·85	1803·09	1-71′ 8″ D.T. dk. pl. gr. span	C. B. & E. Co	164,173	4·50	15,912 40 00		8,317 22	8,317 22	100
Over Xing C.N.R.	1803·34	Viaduct	"	702,446	4·50	62,424 40 00		34,107 03	34,107 03	100
Over Xing St. Joseph	1803·85	1-71′ D.T. dk. pl. gr. span	Can. Br. Co	192,205	4·40	72·5′ concrete at $23.00 per lin.ft.		10,124 52	10,124 52	100
		Waterproofing	C. M. R. Co			1,987 sq. ft. at 8c.			158 96	
		Downspouts, &c	Jackson & Goldie						96 38	
Over Xing Tache Ave	1803·94	1-71′ 4″ D.T. dk. pl. gr. span	Dom. Br. Co	215,261	4·30	Concrete, $1,087 50		9,256 22	9,256 22	100
		Waterproofing	C. M. R. Co			1,987 sq. ft. at 8c.			158 96	
		Downspouts	Jackson & Goldie						84 77	
Red River Bridge	1803·95	4-150′ D.T. through truss spans, 1 lift span and viaduct	Dom. Br. Co	6,272,005	4·30	177,088 35 00		301,013 38	301,013 38	100
		Electrical equipment &c., $23,383.06		99,401	11·00					
Over Xing C.N.R		1-55′ 4″ D.T. through pl. gr. span								
		Waterproofing crossings over Notre Dame Ave., Water street and Mill street	H. W. Sanderson			9,633 sq. ft. at 7c.			674 31	

OTTAWA, June 22 1914.

R. F. UNIACKE,
Bridge Engineer.



Transcontinental Railway. — Bascule bridge over the Red river at Winnipeg.

Trans-continental Railway. Bridge over the Gronnel Hog River, 1,078 miles from Moncton.

REPORT OF WORK DONE IN THE MECHANICAL DEPARTMENT FROM MARCH 31, 1913, TO MARCH 31, 1914.

OTTAWA, ONT., June 10, 1914.

GORDON GRANT, Esq., C.E.,
Chief Engineer.

SIR, I have the honour to submit the following report of the work done in the mechanical department of the National Transcontinental railway, for the period extending from 31st March, 1913, to 31st March, 1914.

TRANSCONA LOCOMOTIVE SHOPS.

The buildings comprising the locomotive shops of the National Transcontinental railway were completed in 1912, with the exception of a few minor details which have been completed this year. The locomotive plant has been used by the Grand Trunk Pacific since 13th January, 1913.

TRANSCONA CAR SHOPS.

The car department plant was begun in August, 1911. It consists of the freight car shop, east and west coach shop, coach paint shop, planing mill, wheel and machine shop, paint storehouse, car department offices, lumber shed, and dry kiln. The motive power offices were also included in this contract (23-F), Messrs. Haney, Quinlan & Robertson, contractors.

About 95 per cent of the work required to put the car shops on a regularly operating basis has already been completed, and the remaining work, while certainly important, will not consume any very great amount of time.

The east and west coach shops, with transfer table between, are 80 per cent ready for occupation. The hydraulic lifts, or elevators, one in each building, are in working order, and the transfer-table has been built and is in place in the transfer-table pit. It will be ready to operate when electrically connected to the power system.

All electric lights, motors, telephones, and transformers have been purchased and all are practically delivered, and the contractor who has the wiring to do is on the ground and the work is well advanced.

The freight car shop is built and the foundations and floor have been completed. The placing of the machines in the steel car bay is well under way, and the machines will shortly be ready for operation. The industrial tracks are laid in the shops, but are not fully completed in the yard. The rest of this shop is devoted to the repairs of ordinary wooden freight cars, and is ready for occupation.

The lumber shed, the coach paint shop, and the paint storehouse, are completed. The wiring conduits are all in place, and, when wired for lighting, these shops will be ready for occupation. This work is being steadily proceeded with. The car department offices are occupied by the Grand Trunk Pacific. The dry kiln is completed, and can be used at any time. The planing-mill is so far completed that the foundations for the machine tools are in place, and the floors laid. These tools are ordered, and practically all of them are on the ground ready for installation. The wheel and machine shop is completed; the machine tools are installed, and the shop, when electrical connections are made, will be ready for use.

The midway pipe tunnel has been extended the entire length of the midway, and now serves both the locomotive and car department shops. This tunnel contains the supply and exhaust steam pipe system, also that for compressed air, and the electric cables.

The car department sewer system has been connected with that of the locomotive plant, and this is also true of the fire protection system and the drinking water supply. In this way the whole Transcona plant becomes a unit as far as the general service items are concerned.

The contract for what has been called the "additional buildings" at Transcona, has not yet been awarded. These buildings are, the coach supply house and a heating boiler for this shop, the storm sash stores building, and wheel drop-pit. The matter is still under consideration.

NATIONAL TRANSCONTINENTAL RAILWAY ROUNDHOUSES.

No. 4, Armstrong, Ont.—This is a twelve-stall roundhouse, and is now practically finished. The heating system is nearing completion, and the boilers have been delivered and will soon be installed. The turntable is in place, but the tractor has not yet been applied. The air compressor, engine and generator have still to be erected, but they are on the ground. No yard wiring has yet been done, but the material has been purchased, and is on the ground ready for installation. The coaling plant has been installed. The buildings ready for use at this divisional point are: the storehouse, station, freight shed, bunkhouse, icehouse, two section houses, and two toolhouses.

No. 5, Grant, Ont.—Here there is a twelve-stall roundhouse with machine shop attached. Ground was broken at this point on July 1, 1913. All the wiring has been arranged for, and the air compressor, electric generator, and engine have been purchased. The boilers have also been purchased, and all will be installed when the foundations are ready. The walls have been erected, but the roof is not on yet. Altogether, approximately 75 per cent of the entire work required at and about this roundhouse, has been completed. The interior work has been started and is being diligently pushed forward. About 95 per cent of the station building is completed. Three-quarters of the water tank work is done. The bunk-house, icehouse, storehouse, section house, tool house, and freight house are very nearly completed.

The transmission line is not yet ready. The roundhouse piping is more than half done; while the yard tracks, water and sewage systems will very shortly be finished.

No. 6, Hearst, Ont. This is a twelve-stall roundhouse without machine shop. The building has been completed and the boilers installed. The pumps are not yet in place, but the piping in the boiler, pump, and engine-room is being put in. The air compressor and electric generator with engine have not been installed yet, and the necessary piping, of course, is not yet in, but all the rest of the piping is in place. The heater-fan, coils, and engine are ready for use. The steel tank is finished. The turntable is in place, but the tractor has not yet been installed. The coaling plant is finished. The yard wiring work has been started. The cinder hoist is not yet ready. The following buildings can be occupied at Hearst, viz., storehouse, bunk-house, two section houses, freight shed, the station, and the icehouse.

No. 7, Cochrane, Ont.—At this point there is an 18-stall roundhouse with machine shop attached, all of which is completed.

No. 8, O'Brien, Que.—A twelve-stall roundhouse without machine shop, has been built here. The condition of this roundhouse is as follows, viz: the walls, roof, doors, and windows are all erected, but the drop-pit is not yet in. On the whole, about 75 per cent of the work required at this divisional point has been completed. The boilers and air compressor are purchased, and the engine and generator are on the ground. The work on the cinder hoist and water tank is about half done. The station building

is well advanced and so are the freight house, the bunk-house, icehouse, and storehouse. The tool house work is about half done, and the section house is completed. The yard tracks are almost completed and the water and sewer systems are under way.

No. 9, Doucet, Que.—This will be a twelve-stall roundhouse, without machine shop. Tenders were called for but were received too late to have the work completed last summer. Most of the material is now on the ground and instructions have been issued to have the work finished this year.

No. 10, Parent, Que.—Here there is a twelve-stall roundhouse with machine shop. The roundhouse has been built, and the engine and electric generator and switchboard have been erected, and the air compressor is now being placed. The water tank is erected, but as yet no permanent connection for water to tank has been made. The boiler and engine-room piping is not yet finished, but the foundations for the boilers and pumps are in. The fan, engine and heater piping are in, and the plumbing is all done. The turntable is in place, but the tractor has yet to come. The machine tool wiring is about to be started and the yard wiring will be begun shortly. The coaling plant contract has been let. There is as yet no yard drainage. The standpipe is not up. The station, bunk-house, storehouse, icehouse, section house, and freight shed are nearly finished. The machine tools are on the ground but have not been installed yet. The roundhouse wiring is practically done and the piping, except for the boiler, engine, and pump-room, is completed. The cinder hoist is up.

No. 11, Fitzpatrick, Que.—At this station there is a twelve-stall roundhouse without machine shop. The buildings and the heating plant are complete. The boiler foundations are ready for the boilers, which are on the ground though not yet in. The roundhouse wiring is practically complete. The fan is in place but the plaster partition between engine and boiler-room is yet to be built. The engine, generator, and air compressor are on the ground waiting for foundations. The piping is about finished, except in the pump, boiler, and engine-room. The turntable, water tank, and cinder-pits are all completed. The yard water system is not yet finished, and so far no drainage has been provided. The coaling plant contract has been let. The cinder hoist is not finished. The special station at La Tuque is also finished, but not wired. The (design "D") station, bunk-house, icehouse, storehouse, section house and tool house have beeen completed. The water system and the sewer system have not yet been completed.

No. 12, Bridge, Que.—At this point, which is near Quebec city, there is an eighteen-stall roundhouse without machine shop. The building, with the exception of the engine room for the housing of the compressor and generating apparatus, has been built, and the contract for this addition to the building has been awarded to Mr. Jos. Gosselin, of Point Lévis, Que. The 50-k.w. generating unit has been delivered and is ready for installation when the engine room is built. The air compressor is also on the ground. The boilers and the boiler piping have not yet been begun. The boilers are on the ground. The coaling plant has not been erected but the contract has been let. The heating system is complete and the turntable is in but the tractor has not been applied. The icehouse, bunk-house, storehouse, section house, tool house, freight house, and station are finished. The yard water system is finished but the deep well and equipment has not yet been begun. The cinder hoist has not yet been put in. The roundhouse wiring is three-quarters done. The yard tracks are about half done and the sewage system almost completed.

No. 13, Monk, Que.—Here there is a twelve-stall roundhouse without machine shop. The roundhouse is practically finished. The heater fan coils and engine are in place but not piped up yet. The plumbing work is under way, and will be completed in the near future. The engine, generator, air compressor, and receiver, are

on the ground but have not yet been erected. This is also true of the boilers. The roundhouse wiring is almost completed and the roundhouse piping is three-quarters done. About 40 per cent of the yard track work is done, and the water and sewer systems are well under way. The yard filling is not yet completed. The turntable is in, and the tractor has been received but is not yet in place. The pumps have not been installed. The cinder hoist is not erected, but this work will be reached as soon as possible. The indoor work is being pushed ahead vigorously. The contract for the coaling plant is let. The icehouse is ready for use, and the station, bunk-house, section house, tool house, and freight shed are all finished, and the storehouse is practically finished. The foundations for the equipment are now in. The pit-jack for the drop-pit is on hand, but has not yet been placed. The boilers are being installed.

No. 14, Edmundston, N.B.—Here there is a twelve-stall roundhouse with machine shop attached. This roundhouse has been in service for over a year. The piping to the generator engine and air compressor has been completed. The cinder hoist has been installed, and so has the coaling plant, which has been tested. The turntable is in place, and the tractor has been instaled and piped. The machine tools have been erected and wired, and are ready for operation. The transmission line has been completed. The roundhouse lighting has been completed. The yard, water and drainage systems have been completed. The freight shed, storehouse, icehouse, bunk-house, and the station buildings have been completed.

No. 15, Napadogan, N.B.—At this point there is a twelve-stall roundhouse with machine shop. The boilers have been used for about a year. The air compressor and receiver are erected, also the electric generator with engine, and the switchboard. The engine-room piping is well under way. The floors in the machine shop are finished. The machine tools in the machine shop are erected, and the wiring is almost completed. The icehouse is ready for use.

The yard poles carrying the transmission line and connections are completed. The air tractor and turntable are installed and the tractor is piped up. The piping to the generator and air compressor has yet to be put in. The coaling plant has been completed and tested. The water tank is in place. The sewer system has been completed. The cinder hoist is complete. The roudhouse lighting system is complete. The track scales are in. The station and bunk-house are completed, and so is the freight house.

No. 16, Moncton, N.B.—There is a twelve-stall roundhouse here, with machine shop. The building is up and the machine tools, except power hammers, are all installed and the wiring is completed. The boilers are in and partially piped. The pump is in place and piping very nearly finished. The jib-crane is set up in place. The air compressor is installed and the piping finished. Pipe covering, except for boiler and engine-room, has been completed. The flooring in the machine shop is completed. The engine, generator, and switchboard are completed. The roundhouse lighting is completed and the coaling plant is erected. The ash pits are in place and the cinder hoist is erected and air connection to it will soon be made. The transmission line is completed. The yard water system is partially completed, but without town supply connection, as yet. The drainage system for the yard is completed, and the standpipe has been set up. The turntable is in working order and the tractor set up. The icehouse is built, and so is the storehouse. The track scales are in and the yard tracks are almost completed.

In conclusion I may say that I anticipate that the work on all the roundhouses will be completed, and that they will be ready for operating this year.

THE LEONARD LOCOMOTIVE AND CAR SHOPS AT ST. MALO, QUEBEC.

On October 8, 1913, the contract for the Leonard locomotive and car shops of the National Transcontinental railway was let to Mr. Joseph Gosselin, of Point Lévis, Que. By the close of 1913, the work was fully in progress.

The foundations for the locomotive, boiler, and tank shops have been completed. The foundations for the forge shop are also finished. About 70 per cent of the storehouse foundations have been built. About 80 per cent of the oilhouse, and about 90 per cent of the foundations for the power-house have been finished. About 70 per cent of the excavation for the reservoir foundation has been done.

The work of excavating for the other buildings has been so far pushed ahead that about 65 per cent of the excavation for the sewer system had been done. The foundation for the office building is all in. About 85 per cent of the excavation for the freight car shop has been done, and the lumber shed foundations are finished. The planing mill excavation is about 40 per cent done. The water piping system has been begun and might approximately be represented by about 3 per cent.

Considering all the circumstances, one may fairly say that the work has progressed, and is progressing, in a most satisfactory manner.

Yours truly,

W. J. PRESS,
Mechanical Engineer.

STATEMENT OF EXPENDITURE for the Fiscal Year ended March 31, 1914.

CHEQUES ISSUED.

Year.	Contracts.	Accounts Payable.	Pay Rolls.
1913	$ cts.	$ cts.	$ cts.
April		149,084 79	18,290 99
May	277,264 62	409,268 17	60,284 94
June	703,630 64	455,459 18	65,030 70
July	1,090,787 62	96,917 98	64,471 03
August	926,919 19	614,684 16	64,494 57
September	991,411 65	262,228 78	65,173 33
October	1,164,631 59	288,753 57	64,531 48
November	865,933 76	237,283 10	58,886 10
December	856,883 61	460,597 09	55,816 52
1914.			
January	190,872 15	374,099 63	46,084 96
February	211,847 05	347,643 11	42,222 78
March	244,984 46	243,574 10	45,506 22
April	258,412 79	125,781 07	25,973 25
	8,083,579 13	4,065,374 73	676,766 87

SUMMARY.

Cheques issued for Contracts	$8,083,579 13
" " " Account payable	4,065,374 73
" " " Pay rolls	676,766 87
	12,825,720 73
Less amount deposited to the credit of the Receiver General	141,057 57
Total expenditures	12,684,663 16

E. L. PARENT,
Acting Accountant.

STATEMENT OF EXPENDITURE for the Fiscal Year ended March 31, 1914.

SUMMARY.

Headquarters		$ 172,068 60
District "A"—Construction	$ 126,811 66	
" "B"— "	5,826,176 82	
" "C"— "	1,256,250 91	
" "D"— "	1,187,121 18	
" "E"— "	2,580,654 84	
" "F"— "	1,229,714 73	
		$ 12,503,730 14
District "B"—Transport	$ 2,102 75	
" "C"— "	1,030 21	
" "D"— "	454 00	
" "E"— "	2,277 46	
		5,864 42
		$ 12,684,663 16

E. L. PARENT,
Acting Accountant.

STATEMENT OF EXPENDITURE for the Fiscal Year ended March 31, 1914.

HEADQUARTERS.

	Dr.	Cr.
Accounting Department	$ 19,312 98	
Purchasing Department	17,879 65	
Commissioners' Department	11,500 00	
Engineering Department	59,655 18	
Interim Account	.....	$ 7,000 00
Supplies	2,973 23	
Furniture and fixtures	.....	162 44
Freight and express	567 09	
Telegraph and telephone	2,254 44	
Rent and taxes	13,452 61	
Insurance	462 22	
Travelling expenses	6,413 37	
Advances	1,800 00	
Right of way and station grounds	6,827 82	
General expenses	30,730 20	
Per diem charges	.....	1,948 28
Legal expenses	6,164 18	
Stock	.....	3,154 27
Car "Empire"	2,267 02	
Car "Transcona"	2,073 60	
	$ 184,333 59	$ 12,264 99
Less Credits	12,264 99	
Total	$ 172,068 60	

E. L. PARENT,
Acting Accountant.

STATEMENT OF EXPENDITURE for the Fiscal Year ended March 31, 1914.

DISTRICT "A."

	Dr.	Cr.
Supplies	.....	$ 133 42
Camp outfit	$ 18 95	
General expenses	4,626 90	
Freight and express	278 23	
Engineering	13,822 93	
Instruments	.....	561 00
Insurance	3,259 68	
Grading	1,414 78	
Clearing	378 48	
Grubbing	1,637 00	
Overhaul	15,421 81	
Ties	5,280 34	
Track laying and surfacing	3,284 99	
Fencing right of way	1,093 92	
Crossings, cattle-guards and signs	.....	522 73
Telegraph lines	1,228 07	
Interlocking and signals	146 29	
Ballast and ballasting	20,607 18	
Water stations	12,646 56	
Rails	.....	36,342 97
Track fastenings	.....	2,494 45
Frogs and switches	.....	1,697 82
Right of way and station grounds	20,359 91	
Station buildings and fixtures	19,294 87	
Miscellaneous structures	509 05	
Shops, roundhouses and turntables	99,311 89	
Shop machinery and tools	66,619 01	
Fuel stations	12,385 36	
Yards and terminals	3,878 13	
Bridges, trestles and culverts	7,403 62	
Rent	.....	203 19
Time cheques	221 20	
Contract reserve	153,663 16	
Furniture	.....	25 00
	$ 468,792 31	$ 41,980 65
Less Credits	41,980 65	
Total	$ 426,811 66	

E. L. PARENT,
Acting Accountant.

STATEMENT OF EXPENDITURE for the Fiscal Year ended March 31, 1914.

DISTRICT "B."

	Dr.	Cr.
Supplies	15,873 66	
Camp outfit	1,024 05	
General expenses	37,518 50	
Freight and express	6,207 94	
Medical services	26 87	
Engineering	162,277 55	
Instruments	.....	557 50
Insurance	1,500 15	
Transport	2,102 75	
Grading	1,551,288 25	
Clearing	20,557 76	
Grubbing	17,525 34	
Overhaul	46,251 21	
Ties	57,630 84	
Track laying and surfacing	57,814 81	
Fencing right of way	26,826 18	
Crossings, cattle-guards and signs	10,701 79	
Tunnels	2,270 65	
Telegraph lines	21,037 88	
Interlocking and signals	12,310 40	
Ballast and ballasting	250,609 55	
Water stations	145,403 42	
Rails	319,230 70	
Track fastenings	33,608 38	
Frogs and switches	16,708 97	
Right of way and station grounds	104,054 26	
Station buildings and fixtures	214,879 15	
Miscellaneous structures	19,550 15	
Shops, roundhouses and turntables	120,686 90	
Shop machinery and tools	54,240 92	
Fuel stations	1,834 60	
Yards and terminals	757,079 84	
Joint terminals in Quebec	201,422 45	
Floating equipment	455,841 11	
Docks and wharves	240,481 71	
Bridges, trestles and culverts	213,903 56	
Rent	.....	2,662 12
Operation	34,000 00	
Time cheques	60 30	
Contract reserve	127,034 19	
Furniture	24 80	
Leonard shops	470,097 65	
	$5,831,499 19	$ 3,219 62
Less Credits	3,219 62	
Total	$5,828,279 57	

E. L. PARENT,

Acting Accountant.

STATEMENT OF EXPENDITURE for the Fiscal Year ended March 31, 1914.

DISTRICT "C."

	Dr.	Cr.
Supplies	$ 16,128 85	
Camp outfit	769 27	
General expenses	9,871 11	
Freight and express	2,814 12	
Medical service	2 75	
Engineering	56,834 35	
Instruments	.....	$ 141 85
Insurance	463 54	
Transport	1,030 21	
Frogs and switches	3,299 73	
Grading	355,181 14	
Clearing	13,696 80	
Grubbing	10,393 91	
Overhaul	49,331 59	
Ties	23,360 90	
Track laying and surfacing	25,884 10	
Telegraph lines	16,441 80	
Ballast and ballasting	60,431 83	
Water stations	19,408 53	
Rails	1,274 51	
Track fastenings	7,207 37	
Miscellaneous structures	18,988 18	
Station buildings and fixtures	79,988 24	
Shops, roundhouses and turntables	57,004 09	
Shop machinery and tools	485 20	
Fuel stations	1,987 63	
Yards and terminals	38 25	
Bridges, trestles and culverts	445,652 27	
Time cheques	201 15	
Contract reserve	.....	21,048 45
	$1,278,471 42	$ 21,190 30
Less Credits	21,190 30	
Total	$1,257,281 12	

E. L. PARENT,
Acting Accountant.

STATEMENT OF EXPENDITURE for the Fiscal Year ended March 31, 1914.

DISTRICT "D."

	Dr.	Cr.
Supplies	$ 10,361 41	
Camp outfit	222 12	
General expenses	11,548 32	
Freight and express	3,363 22	
Medical service	10 50	
Engineering	59,976 78	
Instruments	.....	$ 151 40
Insurance	2,548 32	
Transport	454 00	
Grading	367,142 79	
Clearing	14,723 12	
Grubbing	.....	2,021 38
Overhaul	32,741 95	
Ties	.....	18,158 02
Track laying and surfacing	11,855 62	
Crossings, cattle-guards and signs	810 75	
Telegraph lines	13,392 75	
Interlocking and signals	169 97	
Ballast and ballasting	77,328 53	
Water stations	.....	11,005 23
Rails	32,378 12	
Track fastenings	2,817 36	
Frogs and switches	992 91	
Right of way and station grounds	329 05	
Station buildings and fixtures	78,127 81	
Miscellaneous structures	5,873 65	
Shops, roundhouses and turntables	13,849 75	
Shop machinery and tools	26,795 16	
Fuel stations	2,072 45	
Yards and terminals	57,825 88	
Bridges, trestles and culverts	116,552 85	
Rent	.....	324 77
Operation	71,049 11	
Time cheques	41 85	
Contract reserve	203,879 88	
	$1,219,235 98	$ 31,660 80
Less Credits	31,660 80	
Total	$1,187,575 18	

E. L. PARENT,
Acting Accountant.

STATEMENT OF EXPENDITURE for the Fiscal Year ended March 31, 1914.

DISTRICT "E."

	Dr.	Cr.
Supplies	$ 19,466 71	
Camp outfit	240 14	
General expenses	13,603 78	
Freight and express	1,221 32	
Engineering	63,661 88	
Insurance	1,003 58	
Transport	2,277 46	
Grading	1,086,872 67	
Clearing	10,408 31	
Grubbing	6,572 65	
Overhaul	11,166 24	
Ties	20,938 35	
Track laying and surfacing	6,797 85	
Tunnels	114 00	
Telegraph lines	11,515 34	
Ballast and ballasting	173,109 78	
Water stations	67,041 61	
Rails	1,755 32	
Track fastenings	32 21	
Frogs and switches	18 02	
Right of way and station grounds	25 00	
Station buildings and fixtures	153,034 27	
Miscellaneous structures	21,264 50	
Shops, roundhouses and turntables	119,112 52	
Shop machinery and tools	20,680 54	
Fuel stations	24,123 02	
Yards and terminals	2,181 49	
Bridges, trestles and culverts	798,997 22	
Rent	.....	$ 94 35
Time cheques	.....	13 66
Contract reserve	.....	54,205 12
Furniture	9 65	
	$2,637,245 43	$ 54,313 13
Less Credits	54,313 13	
Total	$2,582,932 30	

E. L. PARENT,
Acting Accountant.

STATEMENT OF EXPENDITURE for the fiscal year ended March 31, 1914.

DISTRICT "F."

	Dr.	Cr.
Legal expenses	$ 5 85	
Supplies	6,263 62	
Camp outfit	.....	$ 149 20
General expenses	12,414 29	
Freight and express	1,238 58	
Medical service	20 00	
Engineering	52,936 64	
Instruments	.....	97 00
Insurance	7,861 53	
Grading	111,927 47	
Clearing	1,814 36	
Grubbing	1,514 91	
Overhaul	4,534 64	
Ties	.....	5,823 14
Track laying and surfacing	3,072 30	
Crossings, cattle-guards and signs	.....	140 00
Telegraph lines	17,777 74	
Interlocking and signals	6,700 00	
Ballast and ballasting	27,521 00	
Water stations	22,888 23	
Rails	.....	1,140 66
Track fastenings	831 06	
Frogs and switches	875 56	
Right of way and station grounds	49,614 07	
Station buildings and fixtures	20,376 77	
Miscellaneous structures	2,574 54	
Shops, roundhouses and turntables	322,174 80	
Shop machinery and tools	283,928 90	
Fuel stations	11,269 43	
Yards and terminals	.....	239,033 86
Bridges, trestles and culverts	33,086 49	
Operation	672 86	
Time cheques	.....	341 75
Contract reserve	153,554 20	
Furniture	.....	15 00
Rent, Winnipeg terminals	192,500 00	
Interest, Winnipeg terminals	126,605 80	
	$1,476,555 64	$ 246,840 91
Less Credits	246,840 91	

Acting Accountant.
E. L. PARENT,

Statement of Liabilities on March 31, 1914.

Ten per cent reserved on contracts:—		
District "A"	$ 14,830 81	
" "B"	476,789 94	
" "C"	223,214 16	
" "D"	89,462 23	
" "E"	340,798 69	
" "F"	210,395 49	
		$1,355,471 32
Outstanding time cheques		1,140 55
Interim account		7,000 00
Contingent liabilities—		
Unclaimed cheques deposited to the credit of the Receiver General		1,359 75
		$1,364,971 62

E. L. PARENT,
Acting Accountant.

Statement of Expenditure from September, 1904, to March 31, 1914.

Cheques Issued.

Year	Contracts.	Accounts Payable.	Pay Rolls.
	$ cts.	$ cts.	$ cts.
Year 1904-05		385,445 79	428,225 66
" 1905-06	51,239 08	714,771 65	761,942 45
" 1906-07	3,993,640 06	954,692 38	646,924 55
" 1907-08	15,637,591 05	2,346,786 77	1,002,535 82
" 1908-09	21,129,957 36	2,627,644 48	1,215,423 52
" 1909-10	16,694,267 68	2,174,880 67	1,202,445 12
" 1910-11	18,678,176 31	3,700,007 96	1,187,151 09
" 1911-12	15,115,638 77	5,031,187 29	1,059,630 64
" 1912-13	10,679,342 09	2,210,270 41	924,777 13
" 1913-14	8,083,579 13	4,065,374 73	676,766 87
	110,063,431 53	24,211,062 13	9,105,822 85

Summary.

Cheques issued for Contracts	$110,063,431 53
" " Accounts payable	24,211,062 13
" " " Pay rolls	9,105,822 85
	$143,380,316 51
Less amount deposited to the credit of the Receiver General	800,692 13
	$142,579,624 38
Special item paid by the Finance Department, in 1905, for surveys made by the Grand Trunk Pacific Railway, east of Winnipeg	352,191 73
	$142,931,816 11
Cost of operation, district "A", for the year 1912-13	36,182 91
Total expenditure	$142,967,999 02

E. L. PARENT,
Acting Accountant.

STATEMENT OF EXPENDITURE from September, 1904, to March 31, 1914—*Con.*

From September, 1904, to June 30, 1905		$ 778,363 63
For the year ended June 30, 1906 (including amount paid by the Finance Department to the Grand Trunk Pacific Railway Co., for the surveys, east of Winnipeg, taken over by the Commissioners, viz.:—$352,191.73)		1,831,263 50
For the nine months ended March 31, 1907		5,537,867 50
For the year ended March 31, 1908		18,910,449 41
" " " 1909		24,892,772 98
" " " 1910		19,968,126 86
" " " 1911		23,487,853 73
" " " 1912		21,110,993 90
" " " 1913		13,729,461 44
" " " 1914		12,684,663 16
		$142,931,816 11
Cost of operation, District "A," for the year 1912-13		36,182 91
Total expenditure		$142,967,999 02

E. L. PARENT,
Acting Accountant.

STATEMENT OF EXPENDITURE from September, 1904, to March 31, 1914—Con.

Headquarters			$ 1,816,947 19
Location—District "A"	$ 304,367 85		
" " "B"	569,488 50		
" " "C"	529,261 81		
" " "D"	446,018 32		
" " "E"	257,543 94		
" " "F"	836,648 43		$ 2,943,328 85
Construction—District "A"	$ 17,818,311 19		
" " "B"	47,705,086 78		
" " "C"	6,267,026 17		
" " "D"	16,336,027 56		
" " "E"	9,922,000 45		
" " "F"	39,092,186 51		$137,140,638 66
Transport—District "B"	$ 92,698 10		
" " "C"	330,642 92		
" " "D"	294,163 01		
" " "E"	213,935 89		
" " "F"	99,461 49		1,030,901 11
			$142,931,816 11
Cost of operation, District "A," for the year 1912-13			36,182 91
			$142,967,999 02

E. L. PARENT,
Acting Accountant.

STATEMENT OF EXPENDITURE from September, 1904, to March 31, 1914—*Con.*

HEADQUARTERS.

	Dr.	Cr.
Commissioners' Department	$ 216,605 62	
Accounting Department	166,537 06	
Engineering Department	504,378 79	
Purchasing Department	109,052 00	
Stock	.....	$ 9,351 60
Car "Empire"	38,139 30	
Car "Transcona"	22,939 58	
Supplies and stationery	49,370 65	
Furniture	24,891 15	
Freight and express	14,539 93	
Telegraph and telephone	26,684 99	
Rent and taxes	106,042 60	
Insurance	17,736 35	
Travelling expenses	51,670 80	
Advances	2,000 00	
General expenses	405,362 42	
Right of way and station grounds	13,814 38	
Outstanding wages and accounts payable	.....	196 48
Legal expenses	50,634 11	
Transport	6,482 15	
Medical service	6,613 39	
Interim account	.....	7,000 00
	$1,833,495 27	$ 16,548 08
Less Credits	16,548 08	
	$1,816,947 19	

E. L. PARENT,
Acting Accountant.

STATEMENT OF EXPENDITURE from September, 1904, to March 31, 1914—*Con.*

DISTRICT "A."

	Dr.	Cr.
Legal expenses	$ 2,421 84	
Supplies	122,816 07	
Camp outfit	10,517 59	
General expenses	215,431 06	
Freight and express	11,814 46	
Medical service	804 03	
Engineering	1,007,622 97	
Insurance	5,824 38	
Grading	7,585,612 26	
Clearing	158,641 83	
Grubbing	100,186 90	
Overhaul	659,809 84	
Ties	477,434 93	
Track laying and surfacing	165,746 26	
Fencing right of way	130,331 78	
Crossings, cattle-guards and signs	24,566 62	
Tunnels	51,150 71	
Telegraph lines	74,711 73	
Interlocking and signals	21,272 25	
Ballast and ballasting	530,747 36	
Water stations	167,319 79	
Rails	1,492,801 17	
Track fastenings	226,890 23	
Frogs and switches	37,430 29	
Right of way and station grounds	541,712 86	
Station buildings and fixtures	181,284 19	
Miscellaneous structures	33,679 97	
Shops, roundhouses and turntables	278,284 55	
Shop machinery and tools	90,172 82	
Fuel stations	61,057 44	
Yards and terminals	92,765 34	
Bridges, trestles and culverts	3,573,391 79	
Rent	.....	$ 203 19
Contract reserve	.....	14,830 81
Furniture	3,457 73	
	$18,137,713 04	$ 15,034 00
Less Credits	15,034 00	
	$18,122,679 04	
Cost of operation for the year 1912-13	36,182 91	
	$18,158,861 95	

E. L. PARENT,
Acting Accountant.

Transcontinental Railway. Freight car shop, Transcona, Man.

Transcontinental Railway. Freight car shop at Transcona, Man.

STATEMENT OF EXPENDITURE from September, 1904, to March 31, 1914—*Continued*

DISTRICT "B."

	Dr.	Cr.
Legal expenses	$	
Supplies	329,939	
Camp outfits		12
General expenses	374,315 17	
Freight and express	51,146	
Medical services	2,434	
Engineering		
Insurance	1,841	
Transportation		
Grading		
Clearing		21
Culverts	121,652 28	
Overhaul		
Ties	1,125,183	
Track laying	511,920 29	
Ballasting	213,142	
Crushing	39,585 29	
Tunnels		
Telegraph lines	115,216	
Interlocking and signals	27,672	
Ballast and track		19
Water stations	260,242	
Rails		
Track fastenings		
Frogs and switches		
Right of way and fencing	1,150,362	
Station buildings and fixtures	410,679	
Miscellaneous structures		
Shops, roundhouses and turntables	102,934 78	
Shop machinery and tools	93,963	
Fuel stations	1,834	
Yards and terminals	1,733,319	
Joint terminals in Quebec	201,422	
Floating equipment	456,234 04	
Docks and wharves	245,573 72	
Bridges, trestles and culverts	7,623,601 97	
Rent		$ 2,662 12
Operation	34,000	
Time cheques		100 15
Contract reserve		476,769 24
Furniture	13,771 75	
Leonard shops		
	$ 48,846,805 89	$ 479,532 51
Less Cr.	479,532 51	
	$	

L. L. PARENT,
Office Accountant.

STATEMENT OF EXPENDITURE from September, 1904, to March 31, 1914—*Continued.*

DISTRICT "C."

	Dr.	Cr.
Legal expenses	$ 291 73	
Supplies	137,102 46	
Camp outfit	30,718 93	
General expenses	52,951 01	
Freight and express	16,231 52	
Medical service	3,351 71	
Engineering	880,201 32	
Insurance	463 54	
Transport	330,642 92	
Grading	2,594,269 52	
Clearing	172,885 30	
Grubbing	104,039 56	
Overhaul	132,643 08	
Ties	253,883 80	
Track laying and surfacing	106,086 65	
Telegraph lines	37,029 15	
Ballast and ballasting	138,905 11	
Water stations	36,397 55	
Rails	437,702 26	
Track fastenings	57,269 37	
Frogs and switches	6,413 02	
Station buildings and fixtures	79,988 24	
Miscellaneous structures	22,717 84	
Shops, roundhouses and turntables	57,004 09	
Shop machinery and tools	1,061 58	
Fuel stations	1,987 63	
Yards and terminals	1,090 39	
Bridges, trestles and culverts	1,655,644 72	
Time cheques	.....	$ 79 57
Contract reserve	.....	223,214 16
Furniture	1,250 63	
	$7,350,224 63	$ 223,293 73
Less Credits	223,293 73	
	$7,126,930 90	

E. L. PARENT,
Acting Accountant.

STATEMENT OF EXPENDITURE from September, 1904, to March 31, 1914—*Continued.*

DISTRICT "D."

	Dr.	Cr.
Legal expenses	$ 87 50	
Supplies	181,880 21	
Camp outfit	40,322 24	
General expenses	181,292 16	
Freight and express	24,319 34	
Medical service	6,405 74	
Engineering	1,102,446 25	
Insurance	4,495 72	
Transport	294,163 01	
Grading	6,521,078 15	
Clearing	320,712 09	
Grubbing	238,312 05	
Overhaul	310,452 73	
Ties	628,777 96	
Track laying and surfacing	177,963 85	
Crossings, cattle-guards and signs	1,460 75	
Tunnels	4,985 13	
Telegraph lines	67,142 54	
Interlocking and signals	2,969 97	
Ballast and ballasting	198,020 17	
Water stations	86,551 11	
Rails	2,121,162 60	
Track fastenings	329,035 75	
Frogs and switches	46,304 16	
Right of way and station grounds	4,783 38	
Station buildings and fixtures	222,660 52	
Miscellaneous structures	43,528 17	
Shops, roundhouses and turntables	205,499 63	
Shop machinery and tools	49,541 70	
Fuel stations	54,411 43	
Yards and terminals	67,168 20	
Bridges, trestles and culverts	3,234,840 46	
Rent	.....	$ 324 77
Operation	90,327 87	
Time cheques	.....	127 67
Contract reserve	.....	89,462 23
Furniture	3,021 02	
	$ 17,166,123 56	$ 89,914 67
Less Credits	89,914 67	
	$ 17,076,208 89	

E. L. PARENT,
Acting Accountant.

STATEMENT OF EXPENDITURE from September, 1904, to March 31, 1914—*Continued.*

DISTRICT "E."

	Dr.	Cr.
Supplies	$ 91,924 00	
Camp outfit	14,092 12	
General expenses	66,964 64	
Freight and express	14,908 99	
Medical service	2,629 31	
Engineering	627,544 99	
Insurance	1,378 58	
Transport	213,935 89	
Grading	4,851,413 62	
Clearing	217,413 16	
Grubbing	153,699 08	
Overhaul	113,559 63	
Ties	394,531 51	
Track laying and surfacing	124,144 90	
Tunnels	2,094 00	
Telegraph lines	20,874 84	
Ballast and ballasting	267,984 46	
Water stations	87,541 61	
Rails	1,055,094 58	
Track fastenings	146,777 66	
Frogs and switches	18,828 94	
Right of way and station grounds	345 11	
Station buildings and fixtures	188,460 22	
Miscellaneous structures	54,927 41	
Shops, roundhouses and turntables	179,239 40	
Shop machinery and tools	20,680 54	
Fuel stations	40,206 40	
Yards and terminals	2,181 49	
Bridges, trestles and culverts	1,750,896 89	
Rent	.....	$ 94 35
Operation	9,613 39	
Time cheques	.....	262 66
Contract reserve	.....	340,798 69
Furniture	748 62	
	$ 10,734,635 98	$ 341,155 70
Less Credits	341,155 70	
	$ 10,393,480 28	

E. L. PARENT,
Acting Accountant.

STATEMENT OF EXPENDITURE from September, 1904, to March 31, 1914—*Continued.*

DISTRICT "F."

	Dr.	Cr.
Legal expenses	$ 2,034 28	
Supplies	323,250 57	
Camp outfit	30,689 95	
General expenses	304,387 65	
Freight and express	42,853 70	
Medical service	2,827 02	
Engineering	1,599,046 92	
Insurance	14,839 85	
Transport	99,461 49	
Grading	20,794,439 49	
Clearing	358,784 96	
Grubbing	71,441 89	
Overhaul	526,184 68	
Ties	1,029,068 03	
Track laying and surfacing	265,392 61	
Fencing right of way	43,448 74	
Crossings, cattle-guards and signs	3,847 94	
Tunnels	195,673 46	
Telegraph lines	103,057 63	
Interlocking and signals	14,192 03	
Ballast and ballasting	672,630 95	
Water stations	365,329 06	
Rails	2,485,102 72	
Track fastenings	409,001 04	
Frogs and switches	88,507 67	
Right of way and station grounds	916,754 38	
Station buildings and fixtures	336,467 55	
Miscellaneous structures	120,198 32	
Shops, roundhouses and turntables	3,295,860 19	
Shop machinery and tools	1,263,814 83	
Fuel stations	68,421 03	
Yards and terminals	227,725 66	
Bridges, trestles and culverts	3,475,093 56	
Operation	15,086 78	
Time cheques	.....	$ 570 20
Contract reserve	.....	210,395 49
Furniture	3,047 96	
Rent—Winnipeg terminals	192,500 00	
Interest—Winnipeg terminals	126,605 80	
	$ 39,887,070 39	$ 210,965 69
Less Credits	210,965 69	
	$ 39,676,104 70	

E. L. PARENT,
Acting Accountant.

STATEMENT OF EXPENDITURE from September, 1904, to March 31, 1914—*Continued.*

RECAPITULATION.

	Dr.	Cr.
Legal expenses	$ 5,523 88	
Supplies	1,186,912 34	
Camp outfit	176,731 95	
General expenses	1,195,141 69	
Freight and express	161,274 43	
Medical service	18,451 87	
Engineering	7,245,168 93	
Special item paid, in 1905, by Finance Department, for surveys made by the Grand Trunk Pacific Railway, east of Winnipeg	352,191 73	
Insurance	28,843 57	
Grading	66,861,135 04	
Clearing	1,628,491 55	
Grubbing	789,331 76	
Overhaul	2,405,265 39	
Ties	3,908,880 15	
Track laying and surfacing	1,351,254 56	
Fencing right of way	386,922 55	
Crossings, cattle-guards and signs	69,460 60	
Tunnels	323,918 55	
Telegraph lines	418,032 85	
Interlocking and signals	66,106 80	
Ballast and ballasting	2,964,208 24	
Water stations	1,003,382 07	
Rails	11,010,342 25	
Track fastenings	1,731,094 72	
Frogs and switches	278,147 55	
Right of way and station grounds	2,613,958 27	
Station buildings and fixtures	1,449,540 51	
Miscellaneous structures	343,694 54	
Shops, roundhouses and turntables	4,418,822 64	
Shop machinery and tools	1,519,235 27	
Fuel stations	227,918 53	
Yards and terminals	2,124,250 23	
Joint terminals in Quebec	201,422 45	
Floating equipment	456,234 04	
Docks and wharves	245,573 72	
Bridges, trestles and culverts	21,313,469 39	
Rent	.....	$ 3,284 43
Operation	149,028 04	
Time cheques	.....	1,140 55
Furniture	25,297 71	
Leonard shops	470,097 65	
Rent—Winnipeg terminals	192 500 00	
Interest—Winnipeg terminals	126,605 80	
	$141,443,863 81	$ 4,424 98
Less Credits	4,424 98	
	$141,439,438 83	
Less contract reserve	1,355,471 32	
	$140,083,967 51	
Headquarters	1,816,947 19	
Transport	1,030,901 41	
	$142,931,816 11	
Cost of Construction, District "A," for the year 1913-14	36,182 91	
Total expenditure	$142,967,999 02	

E. L. PARENT,
Acting Accountant.

OTTAWA, July 3, 1914.

To the Commissioners of the Transcontinental Railway:

GENTLEMEN,—I have the honour to submit the following statement of purchases made in the different provinces of Canada, and also in Great Britain and the United States, during the fiscal year ending March 31, 1914.

Nova Scotia	$ 24,952 56
New Brunswick	7,679 45
Quebec	179,313 60
Ontario	137,336 23
Manitoba	11,467 42
United States	31,212 71
Great Britain	57 21
	$ 402,019 18

I have the honour to be

Your obedient servant,

A. L. OGILVIE,
General Purchasing Agent.

REPORT

OF THE

DEPARTMENT OF THE NAVAL SERVICE

FOR THE

FISCAL YEAR ENDING MARCH 31, 1914

PRINTED BY ORDER OF PARLIAMENT.

PRINTED BY J. DE L. TACHÉ, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1914

To Field Marshal His Royal Highness, Prince Arthur William Patrick Albert, Duke of Connaught and of Strathearn, K.G., K.T., K.P., etc., etc., etc., Governor General and Commander in Chief of the Dominion of Canada.

MAY IT PLEASE YOUR ROYAL HIGHNESS:

I have the honour to submit herewith for the information of Your Royal Highness and the Parliament of Canada, the Fourth Annual Report of the Department of the Naval Service, being for the year ended March 31, 1914.

I have the honour to be,
Your Royal Higness's most obedient servant,

JOHN DOUGLAS HAZEN,
Minister of the Naval Service.

CONTENTS

PAGE.

Deputy Minister's Summary of Annual Report 7

Financial Statement 19

Vice Admiral C. E. Kingsmill's Report on Naval Branch 21

Surgeon J. A. Rousseau's Report on the Health of the Royal Canadian Navy. . . . 24

Vice Admiral C. E. Kingsmill's Report, respecting Fisheries Protection Service. . 26

Dr. W. Bell Dawson's Report on the Survey of Tides and Currents 35

Mr. W. J. Stewart's Report on the Hydrographic Survey Branch 41

Mr. C. P. Edwards' Report on the Radiotelegraph Branch 72

REPORT

OF THE

DEPARTMENT OF THE NAVAL SERVICE

FOR THE

FISCAL YEAR ENDING MARCH 31, 1914

OTTAWA, July 1, 1914.

Hon. J. D. HAZEN,
Minister of the Naval Service,
Ottawa.

SIR,—I have the honour to report on the Department of the Naval Service for the year ended March 31, 1914, under the following headings: 1. Naval. 2. Fisheries Protection. 3. Tidal and Current Survey. 4. Hydrographic Survey. 5. Patrol of Northern Waters. 6. Radiotelegraphs.

1.—NAVAL SERVICE.

The progress, both mental and physical, of the Cadets at the Royal Naval College at Halifax still proves most satisfactory.

The nineteen Midshipmen completed their year's training at sea in H.M.S. *Berwick*, an Imperial cruiser attached to the Fourth Cruiser Squadron, and all satisfactorily passed an examination held by the Admiralty; they then, in January, returned to the Royal Naval College for a further period of six months, at the expiration of which time they are to embark in H.M.S. *Essex* for a further period of sea training, preparatory to undergoing their examinations for the rank of Lieutenant.

Eight Cadets completed their course at the College, and embarked for a year's training in H.M.S. *Berwick* under similar arrangements as before.

An examination for the entry of Cadets to the College was held in May, 1913, but owing to this being the first examination to be held in the summer, very few candidates attended the examination, and only four qualified, who joined the College in August, 1913.

The Officers of the College report most favourably on the Cadets, who have proved most amenable to discipline, and display great keenness in their work.

Owing to conditions now existing it has been decided to reorganize the conditions under which the Royal Naval College is conducted, and the following changes have been made: The course at the College will extend over three years instead of two as formerly, while the age of entry remains unchanged. The training given will correspond to that at the Royal Military College at Kingston, only on a Naval basis, so that graduates of the College will find themselves in a very good position to adopt either a seafaring career or to take up positions under the Government, in the Hydrographic, or Tidal and Current Survey Branches, and will also possess an excellent grounding should they wish to enter a University and take a technical degree.

Arrangements have also been concluded with the Lords Commissioners of the Admiralty whereby they agree to accept, for service in the Royal Navy each year, eight Cadets who have completed their course, provided they obtain a certain standard. These young Officers will enter the Imperial Service as Cadets, and be governed by the same rules and regulations as all other Officers in the Royal Navy.

It is expected that these changes will result in very keen competition in the examinations for entry to the Royal Naval College.

The Acting Sub-Lieutenants who were completing their courses in England for the rank of Lieutenant all succeeded in obtaining the necessary certificates, and, with the exception of one who resigned the Service, and one who was invalided out of the Service, are at present serving in ships of the Imperial Service.

Of the six Engineer Lieutenants, one deserted from the Service in England, one is at present serving in the Royal Naval College at Halifax, and the remainder are in ships of the British fleet.

No recruits have been entered during the fiscal year.

Owing to the decision of the Government not to continue H.M.C. Ships *Niobe* and *Rainbow* in full commission, the course of exercises and training for these ships has been discontinued, and they are at present manned by nucleus crews.

The health of the Navy has been generally satisfactory. The report of the Director of the Naval Service on the Naval Branch is appended at page 21.

2.—FISHERIES PROTECTION.

The following vessels were employed on Fisheries Protection service during the past year in the districts named:—

Canada.—Coast of Nova Scotia and gulf of St. Lawrence.

Gulnare, Petrel, Constance.—East coast of Nova Scotia.

Curlew.—Bay of Fundy.

Vigilant.—Great Lakes.

Restlesss, Falcon, Malaspina, Galiano, [1]*Newington,* [1]*Roman.*—West coast.

A continuous patrol was maintained by these vessels during the fishing season for the protection of the fisheries.

[1] Chartered vessels.

The *Newington* was chartered from the Department of Marine and Fisheries, and the *Malaspina* and *Galiano* are the two new vessels which were constructed by the Dublin Dockyard Company at Dublin, Ireland.

The *Canada, Constance,* and *Petrel,* in addition to their Fisheries Protection duties, have been exercised at mine-sweeping and general duties regarding examination service, as laid down in the scheme of defence for Halifax harbour.

During the winter season, instruction in "first aid," in navigation and in signals has been given to the crews of the ships on the Atlantic coast, and the Head Schoolmaster of *Niobe* conducted classes which were well attended.

On the Atlantic coast very little illegal fishing was met with during the year, and the season on the whole was good, the fall mackerel catch in October on the east side of Prince Edward Island being exceptional, though that district was much affected by a plague of dogfish during the summer.

The report from the Great Lakes states that the season was good, and very little poaching was met with.

On the west coast the vessels kept up a vigilant patrol, and various ships were reported for contravening regulations, and were fined, and two seizures made.

The season was reported poor on the whole, owing to the light run of sockeye salmon, and the belated arrival of the fall fish.

The vessels of the Fisheries Protection Service were able, on several occasions, to render assistance to vessels in distress.

The report of Vice-Admiral C. E. Kingsmill on the Fisheries Protection Service is appended at page 26.

3.—TIDAL AND CURRENT SURVEY.

The work of the Tidal and Current Survey has been maintained during the year by means of the various tidal stations throughout the Dominion.

Two new stations were erected in British Columbia, one at Cowichan bay, and the other at Nass bay, and also two in Eastern Canada, at Chaleur bay, and Chatham, Miramichi bay, respectively, and by means of the latter stations, valuable information as regards the tidal conditions of Chaleur bay has been gathered.

Much co-operation with surveys under the direction of other departments has been carried on, resulting in the obtaining of very valuable data.

Very useful information as regards the current in the northern passes of British Columbia, notably at Seymour Narrows, has been compiled, which will appear in the Tide Tables for 1915.

In Hudson bay, observations were taken at Ashe inlet, and various points between Port Burwell and Deboucherville, and tide tables have been printed and published for Port Nelson; much useful information *re* Churchill also being obtained.

The demand for tide tables, which contain the valuable information collected by this Survey still continues to show a remarkable increase.

The report of Dr. W. Bell Dawson, Superintendent of the Tidal and Current Survey, is appended at page 35.

4.—HYDROGRAPHIC SURVEY.

The Hydrographic Survey work, in charge of Mr. W. J. Stewart, C.E., Chief Hydrographer, continued to make satisfactory progress during the year, under the following divisions, viz.: 1. Hudson Bay. 2. Pacific Coast. 3. Lake Ontario. 4. Lower St. Lawrence. 5. Lake Superior. 6. James Bay. 7. Automatic Gauges.

The work in Hudson bay was in charge of Mr. F. Anderson, in the C.G.S. *Acadia*, a new vessel, built by Messrs. Swan, Hunter & Wigham Richardson, of Newcastle-on-Tyne, which arrived at Halifax, N.S., in July.

Surveying operations were carried on between the entrance to Port Nelson and Cape Tatnam, the shore being traversed, the edge of the shallow bank being defined, and soundings carried from 10 to 15 miles off shore. Charts embracing a very wide area off the entrance to Port Nelson have now been issued; these show the area between Nelson shoal on the north and Cape Tatnam on the south, a distance of 45 miles.

Hydrographic Survey work on the Pacific coast is carried on under the command of Captain P. C. Musgrave, in the C.G.S. *Lillooet*. Work in Malaspina strait (commenced by H.M.S. *Egeria* in 1910) was first continued, and a survey of the harbour at Alberni completed. Then the triangulation and sounding of Hecate strait was proceeded with, plans being made of Thurston bay, Selwyn inlet, Aliford bay, Pacofi, Otard bay, and Port Louis. Owing to stress of weather, work on Dixon entrance could not be proceeded with, and later on *Lillooet* returned to Hecate strait, where she finished out the season. Sounding off shore for 10 miles has been almost completed as far south as Skidegate inlet, considerable traversing done between that place and Selwyn inlet, and a survey of the latter place almost completed.

Surveying operations this year were greatly hindered by bad weather, which is very prevalent in the northern waters of British Columbia.

During the year the schooner *Vadeo* was built by the Wallace Shipyards, Limited, being delivered in October. This vessel is used for survey work in sheltered waters, thus leaving the *Lillooet* free for service in exposed waters.

The Lake Ontario survey was in charge of Mr. A. G. Bachand, in the C.G.S. *Bayfield*.

Operations were carried on between Port Darlington and Hamilton, with the result that a sheet covering the shore from Port Darlington to Toronto has been prepared for the engraver, and plans of several small harbours, and Toronto harbour, have been prepared and will be issued as charts.

During the season soundings were carried off shore about 12 miles, 970 miles being done from the *Bayfield*, and 585 from the boats, covering an area of 400 square miles.

Mr. Charles Savary, in the C.G.S. *Cartier*, was in charge of the work on the Lower St. Lawrence. Much survey work was completed, 975 miles of soundings being made from the *Cartier*, and 575 from the launches, covering an area of 675 square miles, in addition to 95 miles of traversing. A plan of Bersimis river was also made, and some surveying done in the Lower Traverse.

Survey work in lake Superior was conducted by Mr. H. D. Parizeau, in the C.G.S. *La Canadienne*. Much survey work was carried out, a triangulation being completed

to connect Schreiber point and Peninsula harbour and Slate islands. As a result of the season's work a fair sheet was prepared for the engraver, embracing that portion of the lake south of the shore between Schreiger point and Pic island, as far south as a line passing east and west and distant 10 miles south of Slate islands, and a plan of Jackfish bay was also prepared.

The work performed amounted to 136 miles of traversing, 700 miles of sounding from the ship, and 550 from the boats, covering an area of 650 square miles.

The work in James bay was in charge of Mr. Paul Jobin, who, with his party, left Cochrane in June. The schooner *Chrissie C. Thomey*, which had been wintering in the mouth of the Rupert river opposite the post since the autumn of 1912, had previously been prepared for service by an advance party, but owing to the absence of a tug, and the fact that the wind and tide were continuously in opposition, this vessel could not be got out, and the work was carried out from camps, much useful information being obtained with reference to ice conditions, etc.

The automatic gauge party was in charge of Mr. Charles Price. Several new gauges, nine in number, were installed on the St. Lawrence river, to assist an investigation into the levels of the St. Lawrence river, between Montreal and Quebec. There are now eighteen automatic gauges installed, and much useful data and valuable information are being obtained from them.

The following new charts have been engraved and issued to the public during the year: No. 53, Lancaster Bar to Cornwall; No. 80, Plans of harbours in Lake Erie; No. 306, Skidegate inlet, Queen Charlotte islands.

The following photo-lithographic reprints have been made of old charts, principally Admiralty charts: No. 95, Meldrum point to St. Joseph island; No. 207, Malbaie to Goose island, St. Lawrence river; No. 405, Hudson bay and strait.

The following photo-lithographic new charts have been issued: No. 309, Stamp harbour, B.C.; No. 402, Nelson roads, Hudson bay; No. 403, Approaches to Nelson river.

The following new editions of former issues were made: No. 8, River St. Lawrence, Head of Lake St. Peter; No. 9, River St. Lawrence, Lake St. Peter; No. 19, River St. Lawrence, St. Antoine to St. Augustin; No. 22, River St. Lawrence, Montreal to Sorel; No. 23, River St. Lawrence, Sorel to Batiscan; No. 24, River St. Lawrence, Batiscan to Quebec; No. 50, River St. Lawrence, Lake St. Louis; No. 201, Atlantic coast, White island to Orignaux point.

The editions of the St. Lawrence Pilot below Quebec having become exhausted, a new one has been prepared and forwarded to the King's Printer.

The edition of the Georgian Bay and North Channel Pilot, and of the Sailing Directions of the Canadian shore of Lake Huron, having become rather out of date and almost exhausted, a new one is being compiled by Captain J. G. Boulton, R.N., Retired, and is now in the hands of the King's Printer.

Very complete reports of the work in Hudson bay, as well as that of the automatic gauges, are contained in the report of Mr. Stewart, Chief Hydrographer, which is appended at page 41.

5.—PATROL OF NORTHERN WATERS.

In recent years the Dominion of Canada has despatched various expeditions to the Atlantic and northern waters for purposes of exploration, etc., and as the results of these expeditions have proved to be most important the Government decided in February, 1913, to send another expedition under Mr. Vilhjalmur Stefansson. This gentleman had previously headed two parties for the exploration of the northern edge of the American continent, and the results of his last expedition, notably the discovery of the White Eskimo, have been most remarkable, and he was considered to be a most suitable leader for this party.

The Departments of the Naval Service, of the Geological Survey, of Marine and Fisheries, of the Interior, and of Customs, (all being interested in the results to be obtained by this expedition), co-operated towards the fitting out and providing the personnel of this expedition, whilst the general direction of the expedition was entrusted to the Department of the Naval Service.

The main objects of the expedition are:—

To explore as great a part as possible of the million or so square miles of unknown area north of the continent of North America and west of the Parry islands.

To gather scientific information and collections in the department of oceanography, geography, geology, zoology, botany, ethnology, and archæology, and to take tidal meteorological and magnetic observations.

And the time to be occupied by the Expedition is to be three winters and four summers.

After considerable search for a suitable vessel, the *Karluk* was purchased. She then underwent a thorough overhaul and refit, to fit her for the service. Her dimensions are: Length, 125 feet 6 inches; beam, 27 feet; gross tonnage, 321; draught, 14 feet 2 inches; construction, wooden screw brigantine; and she is commanded by R. A. Bartlett, who is very experienced in the northern waters.

The C.G.S. *Karluk* sailed from Victoria, B.C., on the 17th June, 1913, for Nome, Alaska, having as pilot Captain Joseph Gosse, and arrived at Nome on the 9th July. At the latter place it was found that two additional vessels would be required, and the *Alaska*, whose dimensions are: Length, 57 feet 5 inches; draught, 6 feet 6 inches; gross tonnage, 50; beam, 17 feet; construction, wooden auxiliary schooner; and *Mary Sachs*, of the following dimensions: Length, 56 feet 6 inches; draught, 5 feet 6 inches; beam, 18 feet 1 inch; gross tonnage, 41; construction, wooden gasolene screw vessel; were obtained, they being the most suitable vessels offered.

The *Karluk* and *Mary Sachs* sailed from Nome on July 20 and, calling at Port Clarence, sailed from there on the 27th. While in Ketzebue sound, owing to a gale the vessels became separated, the *Karluk* proceeding and eventually being caught in the ice on August 2 when 30 miles southwest of Barrow, and 6 miles from land, while the *Mary Sachs* passing Point Barrow on August 15 arrived at Flaxman island on the 19th, and Collinson Point on the 27th.

The C.G.S. *Alaska* left Nome on July 19, arriving at Teller, Alaska, on the 24th. Here a few necessary repairs were completed and the vessel sailed on August 11,

rounding Point Barrow on the 20th, and passing Flaxman island on September 6. The ship then proceeded to the eastward, but, finding no opening, returned to join the *Mary Sachs* at Flaxman island.

This year the weather conditions proved most exceptional; the wind packed the ice close along the shore, with the result that at no time was the sea clear from ice; consequently, no ships already at Herschel island were able to get out, nor did any ships succeed in reaching that harbour. The following vessels were all found to be wintering at Collinson Point, being unable to proceed in either direction for the above-mentioned reasons: *Belvedere, Elvira, Polar Bear, Anna Olga, Teddy Bear.*

At this time then, the beginning of August, the following was the disposition of the personnel of the expedition:—

Northern Division, on board C.G.S. "Karluk."—V. Stefansson, in command; G. Malloch, geologist; D. Jenness, anthropologist; B. M. Wilkins, photographer; H. Beuchat, anthropologist; A. McConnell, meteorologist; F. McKay, surgeon; S. Mamen, assistant to Mr. Malloch; W. McKinley, magnetician; L. Murray, oceanographer.

Southern Division on board C.G.S. "Alaska" and "Mary Sachs."—Dr. R. M. Anderson, in command; J. J. O'Neill, geologist; R. Chipman, topographer; J. R. Cox, topographer; F. Johansen, biologist.

From this point it will be more convenient to take the parties separately.

NORTHERN DIVISION.

C.G.S. *Karluk* was, on the 2nd August, caught in the ice off Barrow. The vessel continued to drift in the ice towards the northwest, and on August 7 clear water was reached and the ship was able to steam ahead for a day or two, but on August 12 she tied up to some heavy ice and did not again get clear; after this the ship drifted with the ice, not making much progress in any one direction.

On September 20, as the ship had not moved for over two weeks, it was therefore concluded that she was frozen in fast, and the necessity of obtaining fresh meat becoming apparent, Mr. Stefansson, with Messrs. Jenness, McConnell, and Wilkins, went ashore to hunt caribou. Shortly after landing a northeasterly gale sprang up and lasted for three days, after which the sea was discovered to be open, with no signs of the *Karluk*.

This easterly gale brought with it warm weather, and passage to the mainland at Beechey Point was not possible until September 28, when Mr. Stefansson determined to proceed to the westward, to endeavour to obtain some news of the *Karluk*.

On arrival at Cape Simpson the natives reported having seen a schooner in the ice about 12 miles off Point Tangent; a party was organized to go out to her, but the wind rose and started her off again just as the party was setting out.

No satisfactory news of her could be obtained, however, and on the 8th November Mr. Stefansson proceeded eastward again to join the southern party, and leaving, en route, Mr. Jenness at Harrison bay, for ethnological study, arrived at Collinson Point on December 14. Here the winter's work was planned, which was to include the mapping

of the main channels of the Mackenzie delta and the sounding of the most promising of these; the geological survey of sections of the coast mountains east of the international boundary, and the sled trip over the ice, for the exploration of the Beaufort sea.

This work was at once begun, and from latest accounts received was being carried out most successfully. Later on, in February, Mr. Stefansson went to Fort Macpherson, in order to receive a mail which had been sent from Dawson city about the middle of December by the R.N.W.M.P. patrol, and to forward a mail to the department by the returning patrol.

SOUTHERN DIVISION.

The southern party, under Dr. R. M. Anderson, with the vessels *Alaska* and *Mary Sachs*, being fast in the ice, went into winter quarters at Port Collinson on September 10, and started on the winter's work.

C.G.S. "Karluk."—After the separation of Mr. Stefansson and his party from the *Karluk* in September, considerable anxiety was experienced as to the fate of that vessel and her crew, and many and various conflicting reports were received as to her having been sighted. Finally, however, the conclusion was arrived at that in all probability she would drift over to the coast of Siberia, or that, should she be abandoned, the party would endeavour to reach the north coast of Asia or Europe, and the Russian Government was accordingly asked to keep a lookout for her and render any assistance possible.

Later information, however, was received to the effect that the ship had been crushed in the ice early in January, while the crew and members of the scientific party had gone into camp on Wrangle island, with a plentiful supply of provisions. Captain R. A. Bartlett made his way over the frozen sea to the Siberia coast, and thence to Emma harbour, where the whaler *Herman* embarked him and took him to St. Michael's, Alaska, from whence he got into communication with the department.

Arrangements are now in progress to have the remainder of the party brought home from Wrangle island.

6.—RADIOTELEGRAPHY.

The number of radiotelegraph stations in the Dominion and on board Canadian ships has increased by 46, and is now 169; the following table shows the number of stations of each class now in operation, and the corresponding number last year:—

	1912-13.	1913-14.	Increase.
Government commercial stations		1	1
Coast stations	37	42	5
Government ship stations	16	21	5
Licensed ship stations	36	50	14
Licensed commercial stations	6	8	2
Licensed amateur and experimental stations	28	47	19
	123	169	46

The total number of stations now owned by the Government is as follows:—

On West Coast chain	10
On East Coast chain	18
On Great Lakes chain	8
On Hudson Bay chain	2

The range of these stations varies from 100 to 500 miles.

In addition to these, the Marconi Company owns and operates stations at Glace Bay (range 3,000 miles), Camperdown (250 miles), Sable Island (300 miles), Pictou (100 miles), and North Sydney (100 miles).

The messages handled by the Coast stations show a very decided increase over those shown in last year's report, as will be seen by the following table, viz.:—

Service.	1912-13.		1913-14.		Comparison with 1912-13.		
	Messages.	Words.	Messages.	Words.	Increase or decrease.	Messages.	Words.
East Coast	153,843	2,704,411	145,605	2,443,145	Decrease	8,238	261,266
Great Lakes	2,750	52,422	9,601	219,786	Increase	6,851	167,364
West Coast	115,494	1,518,926	157,354	2,206,351	Increase	41,860	687,405
Totals	272,087	4,275,759	312,560	4,869,262	Net increase	40,473	593,503

This increase, including, as it does, a decrease of 8,238 messages on the East Coast business due to the reduced amount of traffic handled by the Pictou and Cape Bear stations, is all the more noteworthy, and emphasizes the fact that the ten stations on the West Coast (which are operated directly by the department) handled more business than the thirty stations on the East Coast and Great Lakes put together, the exact figures being:—

West Coast	messages	157,354
East Coast	"	155,206

This increase in business handled is very gratifying indeed, and testifies more eloquently than words to the very excellent work done by the General Superintendent of the Radiotelegraph Service and all his staff.

EAST COAST.

No construction was undertaken on the East Coast during the year.

Negotiations are still in progress for the acquisition of suitable sites for the new stations at Quebec and Montreal.

GREAT LAKES.

Port Arthur.—Various repairs were made to the operating-house at Port Arthur, which was then transformed into a dwelling-house, a new operating-house being built.

A second mast was also erected, and a complete duplicate set of apparatus of higher power ordered to be installed.

The complete new station was placed in commission on August 25, 1913.

Sault Ste. Marie.—A well, cesspool, and necessary drainage system were completed and installed.

Port Burwell.—A complete new station, consisting of type No. 2 operating-house, two 185-ft. housing masts and a duplicate 10 horse-power, 5½ k.w. radiotelegraph equipment was established at Port Burwell, and the station placed in commission in January, 1914.

Toronto Island.—An excellent site having been secured on the Marine and Fisheries reserve on Toronto island, a complete new station, consisting of a type No. 3 operating-house, two 185-foot housing masts, and a duplicate 10-horsepower, 5½ k.w. radiotelegraph equipment was established, and the station placed in commission in January, 1914.

Kingston.—A suitable site for a station having been obtained on the Militia and Defence reserve, a complete new station, consisting of a type No. 2 operating-house, two 185-foot housing masts and a duplicate 10 horse-power, 5½ k.w. radiotelegraph equipment, was established and the station placed in commission in January, 1914.

These stations have a normal range of 350 nautical miles over water.

WEST COAST.

Alert Bay.—The station at Alert Bay, which was begun in 1912, was placed in commission in January, 1913, though the final work, and the erection of a second mast, was not completed until June, 1913.

Cape Lazo.—Additional clearing was carried out on the site of the Cape Lazo station, and by the transferring of the Point Grey windmill to this station, means have been provided for supplying water to the two houses.

The installation of a septic tank and of permanent anchors for a No. 2 mast was also begun.

Estevan.—Various changes were made in the Estevan station, a second mast being erected and a standard "T" ærial installed.

The old operating-house was also overhauled and converted into a dwelling-house for the second operators.

Gonzales Hill.—Concrete foundations, a complete duplicate transmitter, and a further ground connection were installed at this station, and considerable improvement in the transmitted signals was found to result.

Ikeda Head.—Three permanent mast anchors were installed in lieu of the three stumps formerly used.

Pachena.—A further ground connection was installed and was found to greatly improve the transmitted signals.

Triangle Island.—A general overhaul of this station was carried out, and a new receiving equipment installed.

Point Grey.—The engine-room floor was tiled, and some of the material appertaining to the two standard masts which will be erected during the coming year was purchased.

HUDSON BAY AND STRAITS.

On plans prepared by this department, the Department of Railways and Canals erected two radiotelegraph stations to provide communication between Hudson bay and civilization, one at Port Nelson and the other at Le Pas, Man.

These stations were placed in commission in February, 1914, and constant communication has been maintained since that date.

With a view to the erection of additional stations in Hudson bay and straits, an engineer from the Radiotelegraph Branch visited that district in the summer of 1913, but only one suitable site was discovered, namely, that for the proposed station at Asche inlet.

ASSISTANCE RENDERED TO SHIPS.

Valuable assistance has been rendered by the radiotelegraph service in many cases of disaster to shipping, etc., which has resulted in the saving both of human lives and of the actual vessels. In this connection the value of an efficient radiotelegraph service was again demonstrated during the terrible storm which devastated the Great Lakes in November, 1913.

LEGISLATION.

The Radiotelegraph Act introduced in the session of 1912-13, became law on the 6th June, 1913, though some of the clauses did not come into effect until 1st January, 1914.

Under this Act, the establishing of a radiotelegraph equipment on board certain vessels was made compulsory, some forty-one Canadian ships being affected.

The regulations which are to be issued under this Act have been framed, and will be issued very shortly. The most important of these deal with:—

1. The classification of ship stations,
2. The operators to be carried, and
3. The watches to be maintained.

Arrangements have been concluded with the Customs Department whereby the Collectors of Customs act as agents of this department for the enforcement of the provisions of the Act.

INTERNATIONAL CONFERENCE FOR THE SAFETY OF HUMAN LIFE AT SEA.

In December, 1913, an International Conference was held in London, England, to consider the establishment and enforcement of uniform regulations for the proper safeguarding of human lives at sea, the Dominion of Canada being represented by Alexander Johnston, Esq., Deputy Minister of Marine and Fisheries.

Many valuable conclusions were arrived at and regulations framed, among which the following relating to radiotelegraphy will be of interest:—

Every vessel carrying fifty or more persons must (unless specifically exempted under the conditions below) carry a radiotelegraph installation. Any Administration may, however, at its discretion authorize the following exceptions:—

(1) Ships plying on voyages which do not take them more than one hundred and fifty miles from the shore.

(2) Ships on which the number of persons is temporarily increased beyond fifty persons by reasons of exceptional circumstances.

(3) Ships of primitive build on which it would be practically impossible to place an installation.

Watches.—The classification of the vessel determines the watches which must be maintained at the station on board her, as follows:—

Class I—Constant Watch.—All vessels carrying twenty-five passengers or more must maintain a constant watch,—

(1) If they have an average speed of more than 15 knots;

(2) If they have an average speed of more than 13 knots, have more than two hundred persons on board and ply between ports more than five hundred miles apart.

Class II—Limited Watch.—Vessels carrying twenty-five passengers which are not already covered by Class I, must maintain a constant watch for seven hours each day and for the first ten minutes of every other hour of the day.

Class III—No Fixed Watch.—Vessels not covered by classes I and II are not required to maintain any regular watch.

The provisions of classes I and II come into effect within one year, and those of class III within two years after the date the Convention was signed.

General.—The main and emergency equipments are to be as called for under the International Radiotelegraph Convention of 1912.

Rules are included for the guidance of the captain of a vessel which receives a call for distress.

Provision is made for the reporting and dissemination of information regarding ice, derelicts, and other menaces to navigation; in this connection it might be remarked that our Cape Race station occupies a strategical point, and will probably prove to be the chief bureau for the exchange of such information.

With reference to these regulations, it is observed that as the provisions of the section of the Convention dealing with the compulsory equipment of radiotelegraph apparatus on board certan ships do not coincide with those of the corresponding section of the Radiotelegraph Act, it will be necessary to amend the latter before the terms of the Convention can come into effect in the Dominion.

The report of Mr. C. P. Edwards, General Superintendent of the Government Radiotelegraph Service, is appended at page 72.

GENERAL.

I have much pleasure in expressing my satisfaction at the efficient manner in which the officers and clerks of the Department have carried out their duties during the year.

I have the honour to be, sir,

Your obedient servant,

G. J. DESBARATS,

Deputy Minister.

Statement of Appropriation Accounts for Fiscal Year 1913-14.

Naval Service—	
Appropriation	$1,000,000 00
Expenditure	579,565 38
Expenditure less than appropriation	$420,434 62
Fisheries Protection Service—	
Appropriation	$375,000 00
Expenditure	343,917 17
Expenditure less than appropriation	$31,082 83
Hydrographic Survey—	
Appropriation	$390,000 00
Expenditure	309,392 11
Expenditure less than appropriation	$80,607 89
Radiotelegraph Service—	
Appropriation	$290,000 00
Expenditure	221,191 10
Expenditure less than appropriation	$68,808 90
Tidal Service—	
Appropriation	$45,000 00
Expenditure	20,037 64
Expenditure less than appropriation	$24,962 36
New Fisheries Protection Steamers—	
Appropriation	$320,000 00
Expenditure	240,105 17
Expenditure less than appropriation	$79,894 83
New Hydrographic Steamer—	
Appropriation	$150,000 00
Expenditure	117,552 96
Expenditure less than appropriation	$32,447 04
Patrol of the Northern Waters of Canada—	
Appropriation	$175,000 00
Expenditure	174,388 69
Expenditure less than appropriation	$611 31
Civil Government—	
Appropriation	$100,500 00
Expenditure	80,853 35
Expenditure less than appropriation	$19,646 65
Contingencies—	
Appropriation	$20,000 00
Expenditure	13,606 83
Expenditure less than appropriation	$6,393 17
Summary.	
Grand total appropriation	$2,865,500 00
Grand total expenditure	2,100,610 40
Grand total expenditure less than appropriation	$764,889 60

STATEMENT OF REVENUE of the Department of the Naval Service for Fiscal Year ended March 31, 1914.

Royal Naval College—College fees, 12 cadets		$ 1,200 00
Wireless apparatus licenses		131 00
Casual revenue		31,592 16
Miscellaneous revenue		574 33
Radiotelegraph revenue—		
Gonzales Hill Station	$4,204 47	
Point Grey Station	1,904 57	
Cape Lazo Station	733 14	
Pachena Station	114 39	
Estevan Station	2,113 75	
Triangle Station	1,730 50	
Ikeda Head Station	219 67	
Digby Island Station	3,694 21	
Dead Tree Point Station	574 67	
Alert Bay Station	703 33	
Port Arthur Station	5 60	
Magdalen Islands Station	318 42	
Tobermory Station	34	
Midland Station	3 31	
Point Edward Station	3 42	
Sault Ste. Marie Station	14 88	
		16,338 67
Total		$49,836 16

REPORT OF THE NAVAL BRANCH.

OTTAWA, April 1, 1914.

The Deputy Minister,
Department of the Naval Service,
Ottawa.

SIR,—I have the honour to forward herewith the annual report of the Naval Branch of the Department of the Naval Service for the year ending March 31, 1914.

ROYAL NAVAL COLLEGE.

The nineteen Midshipmen who, through the courtesy of the Admiralty were undergoing a year's training afloat in H.M.S. *Berwick*, a cruiser attached to the Fourth Cruiser Squadron, completed their year's training in January, 1914, and returned to the College for a further period of six months. These young Officers underwent examinations under the direction of Imperial Officers, and all acquitted themselves very satisfactorily, the Lords Commissioners of the Admiralty expressing their pleasure at the good results attained, and paying tribute to the careful and painstaking training at the College and on board H.M.S. *Berwick*. Arrangements have now been completed for these Midshipmen to embark in H.M.S. *Essex* for a further period of training at sea, preparatory to undergoing their examinations for the rank of Lieutenant. These young Officers have all shown great improvement, both educational and physical, except in one case, which resulted in the Midshipman being invalided out of the Service.

The eight Cadets who joined the College in January, 1912, completed their course of training at the College in December, 1913, and arrangements having been made with the Admiralty as before, embarked for a year's training in H.M.S. *Berwick* at sea.

In May, 1913, an examination was held for the entry of Cadets, but, owing to the fact that this was the first examination to be held in the summer, and that it was not found possible to give notice of the change very far in advance, only four candidates qualified, and these joined the College in August.

There are at present eighteen Midshipmen and twelve Cadets undergoing training at the College. The rapid improvement made by these young Officers both in their mental and physical qualities, continues to manifest itself and will, it is anticipated, be a means of attracting more candidates for entry into the College.

Owing to the fact that the department has no means of continuing the naval training of Cadets after the completion of their College course, it was decided to reorganize the conditions under which the College was conducted, and the following changes have been made: The course at the College will extend over three years instead of two, as formerly, while the age of entry remains unchanged. The training given will correspond to that at the Royal Military College at Kingston, only on a Naval basis, so that graduates of the College will find themselves in a very good position to adopt either a seafaring career or to take up positions under the Government, in the Hydrographic, or Tidal and Current Survey Branches, and will also possess an excellent grounding should they wish to enter a University and take a technical degree.

Arrangements have also been concluded with the Lords Commissioners of the Admiralty whereby they agree to accept, each year, for service in the Royal Navy, eight Cadets who have completed their course, provided they obtain a certain standard.

These young Officers will enter the Imperial Service as Cadets, and be governed by the same rules and regulations as all other Officers in the Royal Navy.

It is expected that these changes will result in very keen competition in the examinations for entry to the Royal Naval College.

ENGINEER LIEUTENANTS, AND SUB-LIEUTENANTS.

The five Acting Sub-Lieutenants who were completing their courses in England for promotion to the rank of Lieutenant, all succeeded in obtaining the necessary certificates. At the expiration of these courses, however, one was invalided, having incurred blood-poisoning, which necessitated amputation of the arm, and one resigned from the Service. The remaining three are serving in Imperial ships of the Fourth Cruiser Squadron.

Of the six Engineer Lieutenants, one deserted from the Service in England, one is at present serving in the Royal Naval College at Halifax, N.S., and the remainder are serving in ships of the British Fleet.

The reports from the Admiralty on the progress of these officers all continue to be most satisfactory.

RECRUITING.

The Government having decided not to continue H.M.C. ships *Niobe* and *Rainbow* in full commission, no recruiting was carried on during the year, and the programme of exercises and training laid down for these ships was not continued.

During the year, free discharge was given to those Canadians who entered the Service as Boys and wished to avail themselves of the offer; in addition, many of the ranks and ratings lent from the Imperial Service have completed their engagement under the Canadian Government and returned to England, without being replaced, with the result that at present the ships are only manned by sufficient crew to keep them in good order and such state that, should they be required for sea service at any time, they could be placed in full commission without undue delay.

REPORT OF HEAD SCHOOLMASTER.

The report submitted by the Head Schoolmaster, H.M.C.S. *Niobe*, is very satisfactory, and proves that the various ratings show a keen desire to increase their knowledge. The total number of attendances during a year of fifty weeks was 2,865, and total lessons given amounted to 1,167; total number of hours of attendance was 6,949, with an average attendance of nine persons.

In the month of July, evening classes were started and proved very popular with those ratings who found it impossible to attend during the day.

The Commanding Officer H.M.C.S. *Niobe* reports that great credit is due the Head Schoolmaster for his excellent work under somewhat disturbing conditions.

ESTABLISHMENT OF CHART AND CHRONOMETER DEPOT AT HALIFAX.

Under the arrangements formerly in force, there was no way of ensuring that Admiralty charts issued to the vessels of this department were corrected up to the date of issue. On leaving the publishers' hands in England a chart is correct to date, but a long time may elapse before it is issued to a ship. In consequence, serious errors may be embodied in the charts, owing to necessary corrections to lights, uncharted rocks, etc., not having been made.

To remedy this state of affairs therefore, a Chart and Chronometer Depot has been established in H.M.C. Dockyard, Halifax, N.S., under the charge of Lieutenant

Charles White, R.N., in this office, charts intended for the use of vessels of the department will be kept properly up to date. Thus, at any time, ships' Officers will be able to compare their charts with the standard copies in the depot to so ensure that their own charts are kept up to date, and also when a ship requires a new chart, the Officer to whom it is issued will be assured that it is correct to date.

Besides the charts, chronometers, and other navigational appliances are cared for when ships are out of commission or when, for any reason, they are not required afloat.

HEALTH OF THE ROYAL CANADIAN NAVY.

A separate report by the Principal Medical Officer, H.M.C.S. *Niobe*, showing the health of the Royal Canadian Navy for the year 1913-14 is attached.

I have the honour to be, sir,
Your obedient servant,

C. E. KINGSMILL,
Vice Admiral, Director of the Naval Service.

REPORT ON THE HEALTH OF THE ROYAL CANADIAN NAVY, 1913.

H.M.C.S. *Niobe*, at HALIFAX, N.S.,
May 14, 1914.

The Commanding Officer,
H.M.C.S. *Niobe*.

SIR,—I have the honour to submit that during the year 1st January to 31st December, 1913, 159 cases were placed on the sick list, including those of the Royal Naval College of Canada. The bulk of those cases were of a minor character, mainly consisting of colds, catarrhs, etc., mostly due to climatic conditions, and abrasions and sprains generally sustained at sports.

Sent to Hospital.—Eighteen cases were sent to hospital, one of whom died of uremia, George Cox, stoker, Royal Fleet Reserve. The remainder all returned to duty. One other death occurred in a boating accident, when William J. Harper, Master-at-Arms, Pensioner, R.N., was drowned on the night of Friday, the 21st March, 1913. Both of these deaths were duly reported to the Admiralty at the time.

Venereal Cases.—Thirty-one venereal cases were treated, gonorrhœa being responsible for the majority, few of these being syphilis. One case of cerebral syphilis, Charles Frost, P.O., was sent to hospital for treatment, and eventually returned to duty.

Fractures.—There were four cases of fractures, viz.: John W. Dunn, Ship's Corporal, fracture of tibia (right); Sidney Chick, Ord. Sig., fracture of left clavicle; Henry Coles, A.B., fracture of right great toe; Herbert H. Gould, Ldg. Sea., fracture of left tibia (extremity).

Dunn was treated in hospital, the remainder on board. All returned to duty in due time.

History of Fractures.—John W. Dunn, Ship's Corporal, fractured his right leg, the 7th March, 1913, by falling down in Water street. Treated at Military Hospital, returned to duty, and left for England shortly afterwards, time expired.

Sidney Chick, Ord. Signalman, sustained a fracture of the left clavicle, on the 16th June, by falling out of his hammock. Treated on board, was on the Sick List for twenty days, and then returned to duty.

Henry Coles, A.B., on the 20th June sustained a fracture of right great toe, by hatch falling on the same. Went to duty after treatment on board (thirty-seven days) on 28th July, 1913.

Herbert H. Gould, Ldg. Sea., on the 13th December, 1913, sustained a fracture of left tibia, malleolar region, by slipping on ice on platform, I.C.R. station. Treated on board for sixty-four days, and returned to duty on 16th February, 1914.

Contagious Diseases.—One case of measles, Godfrey Gale, Ldg. Teleg., who was sent to hospital 24th April, 1913, and was discharged to duty on 29th May, 1913.

General Health.—The general health of the ship's company, Officers and men, and of the Midshipmen and Cadets of the Royal Naval College has been excellent.

The Dockyard has been practically immune from accidents, and no serious cases have occurred there. The number of minor injuries which happened were reported to the Captain in charge.

Consultations.—1,818 consultations were given, whether on board, at the College, or at the sick quarters, during the year.

Referring to nosological returns of *Rainbow*, there are two cases which I would mention, namely, fracture of radius, Surgeon Irwin, and syphilis tertiary, entered under the heading of syphilis secondary, John Freckelton, Sailmaker. All the other cases were of a minor character, due to climatic and the ordinary conditions prevailing.

No deaths occurred during the year.

The number of Officers and men borne on board varied from 47 to 123, making an average of 90 for the year.

The health of Officers and men has been excellent, and nothing abnormal has occurred on board.

I have the honour to be, sir,
Your obedient servant,

J. A. ROUSSEAU,
Surgeon, R.C.N.

FISHERIES PROTECTION SERVICE.

May 6, 1914.

The Deputy Minister,
Department of Naval Service,
Ottawa, Ont.

SIR,—I have the honour to report with reference to the Fisheries Protection Service last season as to the number of vessels and men engaged, and as to where each vessel was employed, with the names of the Commanding Officers, and a brief description of each vessel.

I also append extracts from the annual reports of the various Commanding Officers, giving details of the work carried out during the season 1913-14.

Eleven vessels comprised the Fisheries Protection Service for last season, under the direct supervision of the Department of the Naval Service.

NAMES OF VESSELS AND THEIR COMMANDING OFFICERS.

Canada.—Liutenant C. J. Stuart, R.N.R.

Curlew.—W. J. Milne.

Constance.—J. E. Morris.

Petrel.—Clement Barkhouse.

Gulnare.—C. T. Knowlton.

Vigilant.—P. C. Robinson.

Restless.—Charles Moore.

Falcon.—Alfred Copp.

Newington.—P. J. Ledwell (Fishery Officer).

Malaspina.—Holmes Newcomb.

Galiano.—Lieutenant R. M. Pope, R.N.R.

Chartered for temporary service:—

William Jolliffe.—Holmes Newcomb (Fishery Officer).

Roman.—Lieut. R. M. Pope, R.N.R.

The *Canada*, *Constance*, and *Petrel* have been exercised at mine-sweeping and general duties regarding Examination Service, as laid down in the Scheme of Defence for Halifax Harbour.

During the winter season, instruction has been given in "First Aid," in navigation and in signals to all Fishery Protection ships on Atlantic coast, and the Head Schoolmaster of *Niobe* carried on classes in the Dockyard which were well attended and proved very beneficial to the ships' companies.

No instruction has been given to officers and men of the Fishery Protection Service on the Pacific coast during the winter, as the work until the latter part of the fiscal year was carried out by chartered vessels. During the coming winter, however, courses of instruction will be given the crews of the recently commissioned ships.

The track charts for each vessel for the year are attached.

C.G.S. "CANADA"

Is a twin-screw steel ship, whose length is 206 feet, beam 25 feet, draught 11 feet 2 inches, registered tonnage 411 tons, and speed 16 knots. She is armed with two 12-pdr. Q.F., and two 3-pdr. Hotchkiss guns, is electrically lighted throughout, and is fitted with a powerful searchlight. Her complement is 60 Officers and men all told, and she was built by Vickers, Sons & Maxim, Ltd., England, in 1904. She is commanded by Lieutenant Charles J. Stuart, R.N.R.

After a thorough overhaul during the winter, ship commissioned on April 21, and, having swung for adjustment of compasses on the 23rd, sailed for North Sydney, where she coaled. Leaving North Sydney on the 28th April, *Canada* proceeded to Magdalen Islands, calling at Bay St. Lawrence, C.B., and Meat Cove, en route. At Magdalen Islands many Canadian, United States, and French cod fishermen sheltered from a northwest gale, until the 1st May, when, the weather having cleared, ship proceeded, calling at Georgetown, Cheticamp, and Cape North, arriving at Bay St. Lawrence on 5th May, where the lobster factory was inspected.

Continued cruising, calling at Aspy Bay, North Sydney, and Cape St. Lawrence, where the cod fishermen complained of scarcity of fish. Proceeded towards Halifax and, meeting the United States mackerel seiners on 2nd June, followed them until the 8th June, when the fleet dispersed, after which ship returned to Halifax. On June 20 the Lieutenant (G) of *Niobe* tested ship's gun mountings, and on the 4th the Minister of the Naval Service and the Director of the Naval Service embarked to inspect Halifax harbour. On July 2, having the Director of the Naval Service on board, *Canada* proceeded to Chester, where the Director of the Naval Service inspected the *Petrel*, and then returned to *Canada* and visited Liverpool and Port Medway, returning to Halifax on the 7th July. On 11th July re-embarked the Director of the Naval Service and proceeded to Beaver Harbour, Whitehead, Canso, St. Peters, and, passing through Bras d'Or lakes, arrived at St. Anne harbour on 16th July.

Leaving on the 18th, ship cruised round cape North and cape St. Lawrence, and, calling at Cheticamp, proceeded to Pictou to coal ship. On the 21st proceeded, and, calling at Summerside, Gaspé, and Quebec, ship reached Montreal on the 27th July, when the Director of the Naval Service disembarked.

Leaving Montreal on the 31st July, *Canada* proceeded to Halifax, and arrived there on the 8th August, having called at Quebec, Gaspé, and North Sydney.

On the 19th August, having the First Lieutenant of the Royal Naval College on board, ship proceeded to Bettys island to render assistance to the *Diana,* the training schooner, which was ashore there. Having returned to Halifax with the Cadets, ship returned to Bettys island with party from *Niobe*, and, having salved *Diana,* towed her back to Halifax.

On 23rd August, ship visited Ingrahamport, Mahone Bay, and Shelburne, returning to Halifax on the 1st September, and on the 4th left for the eastward, calling at Liscombe, Whitehead, St. Peters, Louisburg, Sydney, Cape North, and Cheticamp, reaching Pictou on the 14th September. This port was *Canada's* headquarters until December 1, during which time ship destroyed many lobster traps, and chased the steam trawlers who were operating inside the 3-mile limit.

On the night of 1st October sighted two trawlers off cape George, and proceeded in chase of them, eventually overhauling the *Carmania,* which was boarded, but released after having been cautioned. On October 3, went to the assistance of the schooner *Jennie Epp,* which was stranded on Cole point. On 24th October went on the marine slip at Pictou, where ship's hull was inspected by the chief engineer of Halifax Dockyard. On 24th November, the main feed pipe having given out, *Canada* proceeded to Halifax under one engine, arriving on the 30th.

Ship then went into Dockyard hands for her annual refit, which was completed on the 18th March, when she left on a cruise to the westward.

During the refit the ship's company attended classes in the Dockyard under the direction of the Head Schoolmaster of *Niobe,* which were very beneficial to the men, as were also the signal classes which were formed.

On the whole, the season for the fishermen was good, the fall mackerel catch in October on the eastern side of Prince Edward Island being exceptional; but this district, with George's bay and Chedabucto bay, was very much affected by the plague of dogfish during the summer.

During the season, up to 1st December, the ship steamed 9,961 miles.

C.G.S. "CURLEW"

Is a composite, single-screw vessel, whose length is 116 feet 3 inches, beam 19 feet 8 inches, draught 11 feet, speed 10½ knots, and registered tonnage 157·85 tons. Her complement is 22 Officers and men all told, and she is commanded by Captain H. J. Milne.

The ship having undergone a thorough refit and overhaul during the winter in H.M.C. Dockyard, Halifax, was commissioned on the 1st April, and left on the 19th for the Bay of Fundy Station. Finding no United States boats at Johns island, proceeded to St. Mary's bay, Grand Manan, and Campobello, and kept a strict watch on the lobster fishing. On the 1st May, proceeded to the fishing grounds at Old Proprietor and continued searching for illegal lobster fishing, and on the 8th cruised to St. Mary's bay and coast of Yarmouth county, returning to Grand Manan via Digby on the 12th. On the 18th and 19th at St. John harbour prevented several boats from illegally fishing on Sunday, and during the season paid several visits to this vicinity for the same purpose.

On the 21st May, offered to assist the SS. *Gerald Turnbull,* ashore on Gannet Dry ledge, but not being required, continued cruising off Yarmouth county shore, and proceeded to Grand Manan and the New Brunswick shore on the 27th. On the 5th June, acting on information received, searched Tiverton, St. Mary's bay, Head Harbour passage, and the Bay of Fundy for the United States schooner *Actor,* but without success. On the 13th destroyed several lobster traps off Yarmouth county, and on the 17th proceeded to Quaco ledge, and continued cruising off St. John county. On the 25th visited St. John, St. Mary's bay, Tusket islands, Woods harbour, Grand Manan, and Seal islands in search of the *Actor,* destroying several lobster traps at the last-named place. On the 1st July visited Passamaquoddy bay and St. Stephen, and on the 9th arrived at Annapolis, where the Director of the Naval Service inspected the ship, which cruised to Digby and returned. Next day, on a report that United States smacks were buying spawn lobsters, cruised to Canada creek, and the head of the Bay of Fundy, Minas basin, Kingsport, and returned along the New Brunswick shore, without finding the report substantiated, and on the 17th visited Passamaquoddy bay and St. Croix river. On the 18th proceeded to Grand Manan, St. Mary's bay, Pubnico, and Seal islands, and continued in this neighbourhood till the 4th August, when ship left for Halifax, arriving on the 7th. Having carried out a test of the Examination Service, returned to Seal island, and having visited Digby, St. John, and Grand Manan, arrived at St. Andrews on the 1st September, and then returned to Seal island.

On the 10th September, after calling at St. Mary's bay, Grand Manan, Passamaquoddy bay, ship arrived at Great Salmon river where Fishery Inspector Calder made an inspection concerning a fish-way, after which ship returned to St. John, where the Lieutenant Governor of New Brunswick embarked, and went for a cruise round the harbour.

On the 19th proceeded to Grand Manan and the Bay of Fundy, and on the 26th cruised southwards to Brier island and Seal island, destroying several lobster traps en route. On the 1st October proceeded north to Charlotte county, and remained in that

vicinity destroying illegal lobster traps and watching for illegal driving, torching, and seining of herring. On the 22nd, visited Digby and Spencers island, and returned via Isle of Haute and Quaco ledge, continuing to Yarmouth and Seal island, and cruising, on the 6th November, to Passamaquoddy bay and St. John. On the 12th November, embarked the Honourable the Ministers of the Naval Service and of Public Works, for a cruise round St. John harbour and Courtenay bay, and on the 13th continued cruising on station, visiting St. Mary's bay, Yarmouth, Tusket islands, Pubnico, Seal islands, Grand Manan, and arriving at St. John on the 8th December. On the 9th proceeded to the assistance of the schooner *Sarah V. Stetson*, off Swallow Tail, and stood by her until she was taken in tow for St. John.

Continued cruising, and on the 14th December arrived at Halifax, and went into Dockyard hands, to be fitted with extra heating apparatus, etc., for winter service, and also to undergo her annual refit.

Repairs being completed, ship left for Yarmouth on the 11th March and relieved C.G.S. *Constance*, and continued cruising the territorial waters from cape St. Mary to Seal island, with headquarters at Yarmouth, in which duty vessel was still engaged at the end of the fiscal year.

C.G.S. "CONSTANCE"

Is a single-screw composite steamer, whose length is 115 feet 6 inches, beam 19 feet 6 inches, draught 11 feet 6 inches, and registered tonnage 125 tons. Her complement is 23 Officers and men all told, and she is commanded by Captain J. E. Morris.

During the winter, ship had been laid up in winter quarters in H.M.C. Dockyard, Halifax, and underwent a thorough overhaul. On 1st April, 1913, ship was commissioned, and on 18th April proceeded to Bedford basin to swing for adjustment of compasses. Left Halifax on 19th April, anchoring at Jeddore on the 20th, after having towed the schooner *T. W. Smith* off the shoals. On 21st April cruised eastwards, calling at Canso and boarding eleven United States fishing schooners at that port; from April 23 to June 3 continued cruising in vicinity of St. George's bay and cape North, and on 5th June followed the seiners from Canso to North Sydney, boarding twenty seiners at Louisburg on the 6th. Continued cruising off cape North, St. George's bay and Northumberland straits until 20th July, when the Director of the Naval Service inspected ship at Pictou, after which ship proceeded through Lennox Passage, and took C.G.S. *Gulnare* in tow for Halifax, arriving there, after experiencing dense fog, on 24th July. On July 30 left Halifax and cruised towards the eastward. Returned to Halifax on August 5, and, in company with *Petrel*, carried out mine-sweeping in Bedford basin, completing this on August 13. Ship sailed on August 14, calling at Guysborough and Canso, for the Regattas, and then cruised in St. George's bay and Northumberland straits until 31st August, returning to Halifax again on the 2nd September. On 3rd September proceeded to the westward, calling at Liverpool, Lockport, and Shelburne, where Mr. Fisher, Fisheries Officer, embarked to settle disputes at Green harbour and Seal island. Returned to Shelburne on 15th September, and then cruised eastwards, calling at Liverpool, and arriving at Halifax on October 5. Attended Shelburne exhibition on October 15 and then returned to Halifax, having called at Liverpool, and arriving on the 19th October.

Ship then continued cruising to the eastward, in the vicinity of St. George's bay and Prince Edward Island, until 13th November when she returned to Halifax, and underwent certain repairs to fit her for winter service. These being completed, on the 25th November *Constance* continued cruising in St. George's bay and Northumberland straits, returning to Halifax on December 15. Left Halifax on December 17, calling at Liverpool, Shelburne, and Yarmouth, and cruising on station, between cape Sable and Brier island and St. Mary's bay until 14th January when, the R.M.S. *Cobequid* being reported ashore on Trinity ledges, *Constance* proceeded to her assistance but, owing to stress of weather, was forced to return to port. On January 15 proceeded to

the wreck, but arrived too late to be of assistance. Continued cruising on station until February 6, when ship proceeded to Yarmouth and was fast in the ice there until March 3. Left Yarmouth March 13, passed through Schooner passage, and, having received orders to return to Halifax, proceeded thither, calling at Shelburne and Lunenburg, and arriving at Halifax on 20th March, when ship went into Dockyard hands.

During the year, *Constance* steamed 8,444 miles, and boarded 100 foreign fishing vessels.

C.G.S. "PETREL"

Is a steel, single-screw ship, whose length is 116 feet, beam 22 feet, draught 9 feet, speed 11 knots, and registered tonnage 191 tons. Her complement is twenty-four Officers and men all told, and she is commanded by Captain Clement Barkhouse.

The ship, having wintered at Shelburne, was commissioned at that place on 1st April, 1913, and on the 10th was towed to Halifax by the C.G.S. *Gulnare*, for boiler drill-testing and completion of repairs. On 19th May, repairs being finished, ship swung for adjustment of compasses in Bedford basin, and then proceeded west to her station. Calling at Lunenburg and Liverpool, ship met the mackerel fleet off Lockeport on the 20th May, and cruised east with them. On the 22nd, owing to a southeast gale, fleet sheltered in Prospect, proceeding on the following day. By the 25th the mackerel fleet numbered thirty-three ships, and on that day the first catch was made, the fish being very plentiful. Continued cruising with the fleet, calling at Chester, Green island, Sambro, and Halifax. On the 3rd May cruised eastwards again, calling at Isaac harbour, Whitehead, Canso, Arichat, and Louisburg.

On the 5th June *Canada* relieved *Petrel* on that station, and Mr. Woods was embarked to give instruction in signals, and ship proceeded to North Sydney. On 7th June left North Sydney and, passing through the Bras d'Or lakes, arrived at Canso on the 9th. On 10th June proceeded to render assistance to the schooner *Shamrock* of Lunenburg which was ashore on White point, but found the vessel unsalvable. Cruised westwards, calling at Isaac Harbour, Country Harbour, Sonora, and arrived at Halifax on the 12th June, where Mr. Woods was discharged. Continued cruising on station from Halifax to Seal island until July 3, when the Director of the Naval Service embarked, and visited Lunenburg and La Have river, returning to Chester, where the Director of the Naval Service disembarked. On the 4th, took Fishery Overseer F. O. Evans to Northwest and Southwest coves to settle disputes, and on the 8th took Fishery Overseer F. O. Hebb to settle a trap-net dispute at Cross island. Continued cruising on station, and on the 11th boarded and seized the United States fishing schooner *Rex* in Liverpool bay, and handed her over to the Collector of Customs at Liverpool. On the 18th July, took Mr. F. O. Evans to settle a dispute at Southwest island, St. Margaret's bay, and on the 23rd, Mr. Ward Fisher, Inspector of Fisheries, embarked. Visited Gold river, Martins river, Mushmush river, Mahone bay, La Have river, and Petite river, and Mr. Fisher left ship on 30th July.

Cruising was then continued on station till 6th August, when *Petrel* returned to Halifax for mine-sweeping practice, which lasted until the 15th, in company with C.G.S. *Constance*. On the 19th visited Port Clyde, and on the 22nd proceeded to Chester to render assistance against the forest fires, continuing cruising on the following day. On the 27th August, ship arrived at Halifax, and went into Dockyard hands until 10th October, when repairs were completed.

On the 11th proceeded to cruise on station, and on the 14th met the first of the United States fall mackerel seiners. Proceeded to Seal island with the Inspector of fisheries, who left ship at Barrington passage, and with Mr. Fraser, Fisheries Overseer, on board, proceeded to Monton island in search of illegal lobster fishing.

Petrel continued cruising with the seiners until the 15th November, when the last of them left the coast, and on the 24th arrived at Halifax and went into Dockyard

hands, to be fitted with extra heating apparatus for winter service. On 5th December left Halifax and cruised west until the 12th when she returned to Halifax, where the Director of the Naval Service inspected ship.

Having taken up station on the western division, with Shelburne for headquarters, on the 22nd ship went to sea in search of a motor fishing boat which, with two men on board, was lost, and succeeded in finding boat and turned her over to the Collector of Customs at Shelburne.

On the 20th January went to the assistance of the Lockeport schooner *Lizzie A*, which was ashore, and, having pulled her off, towed her to a safe anchorage. On the 16th February towed the United States fishing schooner *Frances P. Mosquita*, which was fast in the ice in Shelburne bay, clear of ice. On the 18th proceeded to search for the missing Lockeport schooner *Dolly Gray*, but without success. On the 19th, found the Lockeport schooner *Olive R.* ashore at Negro harbour, and towed her to a safe place. On the 7th March towed the new Shelburne schooner *Cecil L. Shane* to safe anchorage, clear of ice, and on the 20th, having been relieved by *Canada* proceeded to Halifax, to go into Dockyard hands and give leave.

The catch of the United States mackerel seiners in the spring was fair, and in the fall was a failure. The coast mackerel catch in the fall at St. Margaret's bay, Liverpool, and Shelburne was the best for the past twenty years. The United States lobster fishermen made good catches, as did also the Canadians, and very little illegal lobster fishing was found.

During the year *Petrel* had 106 United States fishing vessels on her station, the total number of boardings being 223. Ship was at sea 734 hours, and steamed 6,135 miles.

C.G.S. "GULNARE"

Is a steel, single-screw vessel, whose length is 137 feet, beam 20 feet 5 inches, draught 12 feet, registered tonnage 262 tons. Her complement is twenty-five Officers and men all told, and she is commanded by Captain C. T. Knowlton.

During the winter *Gulnare* underwent a thorough overhaul and refit, in H.M.C. Dockyard, Halifax, and on the 1st April was commissioned. On the 9th, after swinging for adjustment of compasses, ship left for Shelburne, and on arrival took C.G.S. *Petrel* in tow for Halifax, arriving on the 10th. On the 15th, with Lieutenant White on board, proceeded to Chebucto Head, returning again that evening. On the 21st, after having coaled, ship left for the westward, and calling at Lunenburg, Port Mouton and Shelburne met the United States fishing fleet, and continued cruising between Shelburne and Pubnico, as necessary until the 22nd May, when ship returned to Halifax. Here, owing to a small outbreak of diphtheria, *Gulnare* was kept in the stream until the 4th June, after which vessel left for Louisburg, Flint island, and North Sydney, where ship arrived on the 8th. Here various engine-room repairs were carried out, and ship continued to cruise towards Pictou, Port Hood, Cheticamp, and North Sydney, returning thence to Pictou and Georgetown.

Continued cruising on that station until the 15th July, when the Director of the Naval Service embarked at St. Peters inlet to inspect the ship, leaving her afterwards at Grand Narrows bridge, the ship proceeding to St. Ann's in company with *Canada*.

Proceeded to sea on the 18th and, owing to a breakdown in the engine room at St. Peters, C.G.S. *Constance* towed *Gulnare* to Halifax, arriving on the 23rd July.

From that date ship was in Dockyard hands undergoing repairs and refitting. The ship's boiler, having been found to be worn out, was condemned and a new one was supplied by Messrs. The John Inglis Co. of Toronto, and fitted in the ship by Dockyard labour.

C.G.S. "VIGILANT"

Is a twin-screw steel ship, whose length is 177 feet, beam 22 feet, draught 9 feet 6 inches, registered tonnage 242 tons, and speed 16 knots. She is electrically lighted

throughout, and fitted with a powerful searchlight. Her complement is thirty Officers and men, all told, and she is commanded by Captain P. C. Robinson.

Having been given a thorough refit at Port Dover during the winter months, the *Vigilant* commissioned on the 1st April, 1913, and until 12th hands were employed in getting her ready for sea. On the 12th left for the westward, calling at Port Burwell (on account of bad weather) and Port Stanley (for coal). Whilst off Point Pelee, on the 15th April, seized some United States nets, which were taken to Kingsville and sold. Cruising was carried on without incident until the 28th May, when more nets were seized in the western portion of the lake, and were also sold at Kingsville, and again on the 26th June, when more nets were seized and sold at Port Dover. On 11th July a further quantity of nets were seized, taken to Kingsville and sold. On 20th July proceeded to Collingwood, where various repairs to boilers were made, and a separate circuit for signal lights installed.

Repairs having been completed, ship left on the 12th August, arrived at Port Dover on the 14th, coaled ship, and resumed work on the line until the 31st August, when United States nets were seized off Long point and landed at Port Dover. More nets were seized on September 6, 11, 14, 23 and 25 off Long point, and were taken to Port Dover and sold. Returning to Port Dover on 31st September, embarked the Director of the Naval Service, and proceeded to Port Colborne, returning to Port Dover the next day, when the Director of the Naval Service left the ship.

Continued cruising on the line, and seized nets on the 10th, 12th, and 14th October off Long point. On the 22nd October conveyed the crew of the wrecked steamer *C. W. Elphicke* from Long point to Port Dover; this was an American vessel loaded with wheat from Fort William, which was caught in a gale and driven on shore.

During the end of October and all through November the weather was stormy and unfit for work on the line, and very few fishermen were sighted. On the 21st November, seized nets off Pelee island, and took them to Port Dover. Next day proceeded to search for a wreck off Rondeau, but found nothing. Was delayed at Rondeau by heavy weather, but left on the 25th November and cruised westward, later going to Middle Sister island to investigate reported poaching, but finding nothing.

Arrived at Port Dover on the 4th and Port Colbourne on the 5th, where the Director of the Naval Service inspected ship, leaving the same day. On 17th December proceeded to Port Maitland to investigate reported poaching, and on the 18th Engineer Commander Howe embarked, and left the ship at Port Dover in the evening.

On the 21st ship received orders to lay up, and on the 26th *Vigilant* was paid off and went into winter quarters at Port Dover.

The season was, on the whole, good for the fishermen, and, with the exception of the determined attempt off Long point, very little poaching was found in other portions of the lake.

During the season C.G.S. *Vigilant* steamed 7,465 miles, and seized 987 nets.

C.G.S. "RESTLESS"

Captain Charles Moore, was, at the beginning of April, 1913, engaged on patrol duty on the northern coast of British Columbia, where she remained until the 30th, when she proceeded to Prince Rupert, and was inspected by the Director of the Naval Service. Left for Esquimalt on May 1, and arriving on the 5th went into Dockyard hands, and was given a thorough overhaul.

This being completed on June 11, ship left for the west coast, and carried out patrol duty there until the end of the month, when she returned to Esquimalt. During the month of June no foreign fishermen were operating in the straits of Juan de Fuca, as the salmon were late in coming in.

On the 5th July, ship reported to Mr. F. A. Cunningham, Chief Inspector of Fisheries, at New Westminster, and then proceeded to Alert bay, and embarked

Fishery Officer Lucas to visit the fishing stations in his district, afterwards returning to Esquimalt via Union bay and Nanaimo.

Left Esquimalt on the 26th for duty on the west coast, with headquarters at Alberni, and until October 1 was engaged in taking Fishery Officers Woods and Grice over their districts, and in patrolling the salmon banks. During this season no United States fishing boats were met with in or near territorial waters. On October 3 ship arrived at Esquimalt and, having been prepared for winter service, left again on the 29th for patrol duty in the vicinity of Bull harbour, which was carried out until December 1, when *Restless* proceeded to Prince Rupert, calling at Union en route, and being delayed several days by gales, arriving there on the 20th December.

For the remainder of the fiscal year, ship was on patrol duty in the vicinity of Dundas, Stephens, and Banks island under orders of Captain Holmes Newcomb of the *Malaspina*.

On the whole, the fishing industry on the west coast during 1913 was disappointing, owing to the light run of sockeye salmon and the belated arrival of the fall fish. Very few fishing-boats were operating in Hecate straits and Dixon's entrance, and no United States fishermen were met with, as they all, both Canadian and foreign, were fishing further west along the Alaskan coast.

During the year *Restless* steamed 7,243 miles, and was underway 796½ hours.

C.G.S. "FALCON"

Captain Alfred O. Copp, at the opening of the fiscal year, was at Prince Rupert, which place she left on the 2nd for Esquimalt, arriving on the 11th. Here the ship was given a thorough overhaul in H.M.C. Dockyard, which was completed on the 10th May, when ship left for Vancouver. Left Vancouver on the 19th May with Inspector J. T. C. Williams on board, for Port Essington, arriving there on the 31st May, having called at Union bay, Brunswick cannery, Rivers inlet, and several canneries.

From June to October, *Falcon* patrolled Skeena River district with Inspector Williams, and on the 22nd October left for Vancouver, arriving on the 27th, and then going to Esquimalt, where ship was surveyed and then paid off.

During the months of May to October, *Falcon* steamed 5,767 miles and made 245 calls.

C.G.S. "NEWINGTON,"

Fisheries Officer P. J. Ledwell, was, at the opening of the fiscal year, cruising in Hecate straits, where she remained until the 15th April, returning to Victoria on that date for overhaul.

Left Victoria on the 24th April, returning to Hecate straits, and cruising in that vicinity until the 15th May, when ship returned to Victoria for a slight overhaul. Left Victoria again on the 21st May, continued cruising on west coast and Hecate straits till 26th June, when *Newington* arrived at Victoria, remaining there until July 2, when she left again, and continued cruising until July 30. Left Victoria on August 8 and continued on station. On August 24 towed Japanese barque from Casey bay to Prince Rupert, and on September 5 arrived at Esquimalt. Left for station again on September 12, and cruised until October 10, when ship returned to Victoria, leaving again on October 23. Continued on station until November 21 when Victoria was reached, and on 27th left for station again, where ship remained until December 23, when she returned to Victoria.

Left for station on January 2, and remained there until March 5, when ship arrived at Victoria, where she was at the close of the fiscal year.

During the year *Newington* steamed 17,412 miles and was at sea 1,967 hours.

C.G.S. "MALASPINA"

Is a steel single-screw vessel, whose length is 160 feet, beam 26½ feet, draught 12½ feet, speed 14½ knots, and displacement 700 tons.

She is electrically-lighted throughout, fitted with a powerful searchlight, and is armed with one 6-pdr. Q.F. gun. Her complement is thirty-three Officers and men all told, and she is commanded by Captain Holmes Newcomb.

This vessel, which was built by the Dublin Dockyards Company, Dublin, Ireland, arrived at Vancouver on 21st November, 1913, and after undergoing a slight overhaul, consequent on her passage out from Dublin, was formally commissioned early in January, 1914.

Ship left Esquimalt on 4th January, and continued to cruise in Dixon entrance, Hecate strait and west coast of Queen Charlotte islands until the end of February when she returned to Esquimalt, leaving there again on the 13th for northern waters, where she was cruising at the end of the fiscal year.

C.G.S. "GALIANO"

Is a steel, single-screw vessel, whose length is 160 feet, beam 26½ feet, draught 12½ feet, speed 14½ knots, and displacement 700 tons. She is electrically-lighted throughout, fitted with a powerful searchlight and is armed with one 6-pdr. Q.F. gun. Her complement is thirty-three Officers and men all told.

This vessel was built by the Dublin Dockyards Company, Dublin, Ireland, and arrived at Esquimalt on the 27th February, 1914. She then went into Dockyard hands for a few repairs and alterations, consequent on her voyage out from Dublin, where she remained until the close of the fiscal year.

On the 24th March, Lieutenant R. M. Pope, R.N.R., assumed command of this ship.

SS. "WILLIAM JOLIFFE"

Having been chartered as a Fisheries Protection Vessel from the British Columbia Salvage Company, with Captain Holmes Newcomb as Fisheries Officer, was, at the opening of the fiscal year, cruising in Hecate straits and Dixon entrance, where she continued until May, when the west coast of Vancouver island was visited. On the 11th seized the United States schooner *Valiant* near Haycock island, and towed her to New Westminster. Ship then cruised west coast of Queen Charlotte islands for the remainder of the month, returning in June to the coast of Vancouver island and Hecate straits. In July, ship continued cruising on west coast of Queen Charlotte islands, and in August proceeded to Hecate straits and Dixon entrance. Here, on the 16th August, the Japanese barque *Kinkasin Maru* was seized, and having been towed to Prince Rupert was turned over to the Collector of Customs at that port, after which, until the end of the month, cruising was carried on off the west coast.

At the end of August, owing to the expiration of the charter, etc., *William Joliffe* was returned to the owners, and Captain Newcomb joined the chartered vessel

"ROMAN"

as Fisheries Officer, which had been chartered from the British Columbia Packers' Association. This vessel continued cruising off Queen Charlotte islands, Vancouver island, and the west coast, watching the harbours and keeping foreign fishermen outside the 3-mile limit, until the end of December, when, on the commissioning of the C.G.S. *Malaspina*, Captain Newcomb was relieved by Lieutenant R. M. Pope, R.N.R., as Fisheries Officer, who continued in this position until the 24th January, when the charter expired, and Lieutenant Pope proceeded to join C.G.S. *Malaspina*.

I have the honour to be, sir,

Your obedient servant,

C. E. KINGSMILL,

Vice Admiral, Director of the Naval Service.

REPORT OF THE SURVEY OF TIDES AND CURRENTS.

OTTAWA, April 1, 1914.

The Deputy Minister,
Department of the Naval Service,
Ottawa.

SIR,—I have the honour to submit the following report regarding the Survey of Tides and Currents during the twelve months ending March 31, 1914.

The regular work of this Survey in maintaining the tidal stations and publishing Tide Tables and other information, has been carried on without interruption; and a considerable amount of new work has been done in securing further observations, and in reducing these to practical shape. The new work has consisted chiefly in further tidal observations on the coast of New Brunswick, and the investigation of the currents in the passes of British Columbia; and also the successful outcome of the investigation of the tides in Hudson bay and strait.

TIDAL OBSERVATIONS.

The principal tidal stations have been maintained in continuous operation throughout the year, and no serious damage has resulted from winter storms. The chief improvement has been in arranging for more accurate time at some of them. There are six of these stations in Eastern Canada, and five on the Pacific coast, as well as two others which have been discontinued because sufficient tidal data have already been obtained from them. The reduction of the tidal record from these stations affords an improved basis for the calculation of the Tide Tables, and enhances their accuracy from year to year.

In making these reductions, it is necessary to maintain a truly uniform datum from which the height of the tide is measured. A basis for this is established by means of instrumental levels at these stations. The height of the tide is then measured hour by hour throughout the year, from the record obtained from the registering instruments, with due allowance for time errors from day to day. If any interruption occurs, it must be made good. During the year the record from the principal stations thus reduced amounts to five years from the stations in Eastern Canada and two years from the stations on the Pacific coast. This reduction, when submitted to harmonic analysis, affords the improved data desired.

Two new tidal stations were erected in British Columbia; one at Cowichan bay in the region of the Gulf islands of the strait of Georgia, and the other at Nass bay in one of the northern inlets north of Port Simpson. The location of these stations was so chosen that comparisons with the principal stations afforded tidal differences for several other harbours in their vicinity.

In Eastern Canada, new tidal stations were established in Chaleur bay and at Chatham, in Miramichi bay. The object in view in establishing the stations in the outer part of Chaleur bay, was to ascertain whether this area could best be referred to Father Point or to St. Paul island. The result has shown that the whole bay may be referred with best advantage to Father Point, as this had already been found true of the head of the bay. From a tidal point of view, the bay is thus a duplicate of the St. Lawrence estuary. The outcome is to afford reliable tidal data for three harbours on the north shore of the bay, and for Caraquet on the south shore. This work was in charge of Mr. H. W. Jones, who also inspected the outlying tidal stations in the area

of the Gulf of St. Lawrence. It is proposed in the coming season to continue these investigations farther southward on the east coast of New Brunswick, as it is important to do so while the tidal station at St. Paul island continues in good working order for reference. The extreme exposure there, has always made this station a difficult one to maintain.

In addition to the tidal observations thus obtained directly by this Survey, a considerable amount of information was secured through co-operation with others. Observations were secured on the St. John river at Gagetown, Oromocto, and Fredericton, which is practically the head of tide water. Registering gauges were supplied to Mr. J. K. Scammell of the Public Works department, who supervised the work, with the object of obtaining information on the relative levels of the river for his own purposes. On the lower St. Lawrence, tidal record was obtained by the Hydrographic Survey at Jeremy islets, a locality adjoining Bersimis, which fills a long gap on the north shore of the St. Lawrence estuary. On the Pacific coast, additional observations were obtained at Pacofi, and at Queen Charlotte in Skidegate inlet, by Captain Musgrave, of the Hydrographic Survey. The information thus obtained is indirectly useful for the purposes of this Survey; and it is obtained with a minimum of expense.

CO-OPERATION WITH OTHER SURVEYS.

The amount of co-operation with other Surveys which has been carried on during the year will be evident when it is stated that ten registering tide gauges have been supplied, together with complete outfits, and instructions for taking the tidal observations. In addition to the three gauges supplied to the Hydrographic Survey and the three for the St. John river, four were supplied for use in Hudson bay. These gauges, with the necessary outfits, were furnished to other surveys and to railway parties. They were for use at Nelson in Hudson bay, and at Moose factory and Charlton island in James bay. The observations will be of much value, as they are from comparatively new localities for which further information is needed.

INVESTIGATION OF THE CURRENTS.

The most important work under this heading has been the observation of the current in the northern passes of British Columbia, notably at Seymour Narrows. The object was to obtain an improved basis for the calculation of slack water in those narrows, which will be invaluable for the large coast traffic of British Columbia, as well as for the international traffic to Alaska. The observations in Seymour Narrows, as indicated in the last report, were begun in February and continued for nine months until the end of November. Simultaneous observations during seven months were obtained at the Yuculta rapids, as these are the two extreme passes next Vancouver island and next the mainland, in the whole complex of passages in that region. Another pass, named Hole-in-the-Wall, in the middle of this network of passages, is of much importance, as its central position brings it into closer relation with the time of the tide at the port of reference; and also the turn of the current is very sharp and definite. This pass has thus a high strategic importance, and arrangements were made with a resident in Wyatt bay to obtain observations in it. These observations in the various passes were supervised by Mr. S. C. Hayden.

Simultaneous observations at three passes were thus secured; and at two of them houses had to be built for the observers, as the shores are uninhabited, and there is no means of obtaining the correct time except by the use of chronometers. From these excellent observations, and their prompt reduction, improved values have been obtained for the calculation of the time of slack water in the whole series of passes in this region, in the Tide Tables for 1915.

These new observations afford a distinctly better value for the calculation of tables of slack water for Seymour Narrows in future. The point of observation is also better than before, as it was selected after an examination of both shores, made personally by the superintendent. The reduction of the observations is necessarily difficult, chiefly because the tide is of two different types, north and south of the Narrows; and also because the night tides are missing, which leaves the large diurnal inequality to be determined indirectly. The large tides at both high and low water are the most definite, however, and it is at these that the time of slack water is of most importance to navigators, as at the half tides the current has not, by any means, such strength. The method already adopted and explained in the Tide Tables is still the best that can be devised to meet these difficulties.

HUDSON BAY AND STRAIT.

In Hudson strait, extended observations were obtained at Ashe inlet, which is just in the middle of the strait at a most suitable point for a tidal station. When the observations were examined in detail, however, they proved to be much broken, and thus unsuitable for reduction by harmonic analysis, as a basis for tide tables. The further investigations referred to in the last report have proved eminently successful, however, as they resulted in showing that Ashe inlet could be referred with advantage to St. John, N.B. For the tide in Hudson strait proves similar to the Bay of Fundy, as they both show the dominating influence of the moon's distance upon the tide. The range is also much the same at both places, as it is over 30 feet at the springs at Ashe inlet.

To obtain the best comparisons with St. John, N.B., the tides were recalculated for the back years 1884, 1885, and 1886. Such calculation for the past can be made as readily by means of harmonic analysis as for the next year ahead; and for St. John, N.B., the basis of this analysis now extends over fifteen complete years, which makes the tide tables so calculated to be quite accurate. The tidal differences between Ashe inlet and St. John which result, are remarkably constant, and will afford satisfactory values for computing the tide in Hudson strait, whenever it may be desirable to do so. The problem of the tide in this strait may therefore be considered as solved. By the discovery of this method, the expense will be saved of establishing a thoroughly equipped station in Hudson strait, which would otherwise be necessary.

The observations at other points in this strait from Port Burwell to DeBoucherville will enable the run of the tide throughout the strait to be ascertained; although the observations are much broken and not always simultaneous, and much care will be required in their reduction.

For the calculation of Tide Tables for Nelson, the method indicated in the last report has proved quite satisfactory, when followed out in detail. The time of high water is calculated by a direct difference from Bremerhaven; but as in most European ports the time of low water is wanting, it was found better to compute this from the duration of the fall of the tide. This duration varies throughout the course of the lunar month, but the law of variation was ascertained. The calculation of the rise of the tide was a matter of much greater difficulty, as the observations available were for short periods, and they happened to be of the same type from an astronomical standpoint. Without entering into details which would be highly technical, it will be sufficient to say that a satisfactory method has been arrived at, by which the height of the tide can be calculated in terms of two series of variables. This method was utilized immediately to fill in a gap of twenty-two days in the tidal observations of last season, and thus to enable the soundings during that period to be reduced for chart purposes. The problem of Tide Tables for Nelson, which will at least be fairly close to the truth, may therefore be considered as solved, although further observations are desirable to improve the accuracy of the values used in the calculations. Tide

Tables were issued in manuscript for the season of 1913; and for the coming season of 1914, tables are printed giving the time of high and low water for Nelson, and also a difference which will enable the time of the tide at Moose Factory in James bay to be known. For the season following it is hoped to prepare tables giving both the time and height.

The tide at Churchill has also been successfully dealt with. It was found after considerable research, through following up the clue already explained with regard to the similarity of the tide in Hudson bay and the North sea, that the tide at Churchill can be calculated directly from Harwich, England, by means of a constant difference for both high water and low water. The tides at the two places are remarkably similar; as in both, the fall of the tide is of shorter duration than the rise, which is quite an unusual feature. There are other places on the open coast of Hudson bay, and at the mouth of James bay which can probably be referred to Churchill with good results.

These investigations which are based on all the information so far available, serve also to indicate methods by which the tides throughout Hudson bay can be dealt with in future in a satisfactory manner.

INFORMATION SUPPLIED.

An unusual amount of work has been done during the year, at the request of other departments, or for outside engineers. The greater part of this had to do with the levels deduced from the tidal observations. The material for any information of this character is contained in the tidal records, and can be worked out specially to meet requirements as they come up. The following may be mentioned as examples of such information:—

The true average level of high water at Victoria, B.C., was desired by a committee of Engineers, to establish definitely the shore boundary of water-front properties. The question of importance was the method by which this level should properly be determined, owing to the unusual character of the tide at Victoria. It was decided to adopt the average elevation of the higher of the two high waters in each day, as deduced from a period of two complete years. The average is thus based upon the level of 730 individual tides; and the resulting elevation is referred to two permanent bench-marks in Victoria. The frontage of shore properties will thus be definitely fixed for the future for the district extending from Esquimalt to Oak bay.

On the request of the Hydrographer of the British Navy, concise notes on the behaviour of the current at the entrance to the St. Lawrence were prepared in a special manner for insertion in three charts of that region. It was a matter of considerable difficulty to reduce the information regarding the variations of the Gaspé current to so concise a form, without making it so definite as to be misleading, or making a statement so vague as to be useless to the navigator. The features of such a current are quite different from the characteristics of definite tidal streams, which it is not difficult to bring into the form of a table.

The question of the true value of Mean Sea level as a basis for the intended levelling operations which are being carried out by the Public Works department and the Dominion Observatory has been under discussion. It was found that, as matters stood, there were two differing datum planes for reference in these levels which had been carried across three provinces, neither of which corresponded with the accurate value of mean sea level, as determined by this Survey. These determinations are derived in this region from a series of years of tidal observation at Halifax and Father Point; and they thus afford two starting points for accurate levelling at the ends of a base 500 miles in length, which extends across three provinces from Nova Scotia to the St. Lawrence. From this line as a basis, levels can be carried westward

parallel with the direction of the St. Lawrence, to connect with the levels of the Great Lakes, which are well established.

A special report was prepared for the Public Works department explaining in detail the data for these accurate determinations of mean sea level at Halifax and Father Point. This was accompanied by a diagram showing the correlation of mean sea level at Halifax and New York, with respect to the slight variations which occur from year to year, in their relation to the average level.

The value of mean sea level at Vancouver was also supplied to the secretary of the Commission of Conservation. Any such value as determined by this Survey has a high accuracy, as it is based on the height of the tide hour by hour, day and night, for a period of a complete year at a time. In this instance, the value for Vancouver is deduced from six years of this character.

The levels of extreme tides at Halifax were supplied to the Superintending Engineer of Government railways there, for reference in deciding upon the best elevation above high water for the extensive harbour works now in progress. These levels are obtained from the tidal record at Halifax, extending back to more than ten years ago.

Some assistance has been given to the Hydrographic Survey on the Lower St. Lawrence and on the Pacific coast in determining the best low-water datum for their purpose, in relation to the tidal observations. It is always desirable to make the datum for the chart soundings the same as that from which the height of the tide is measured; so that the two together may represent the available draught which the navigator can count upon.

A description of the bench-marks established by the Tidal Survey in southern Nova Scotia was supplied to a party from the Dominion Observatory, now engaged in carrying levels along the Atlantic coast of Nova Scotia, from Halifax to Yarmouth.

Considerable exchange of information has been made with the Engineers of the Public Works department in the way of tidal observations and other related matters. The low-water datum used for dredging may be advantageously utilized for tidal observations, and tide levels may often be supplied by this Survey which are of service to them.

These examples may illustrate the service which this Survey is able to render to other departments in addition to its direct advantage to navigation.

PUBLICATIONS.

A publication on the currents was issued during the year entitled "Currents in the Gulf of St. Lawrence." This is largely a reprint of the former report with the same title, brought up to date. It contains, in addition, new information regarding the Gaspé current and Northumberland strait, as well as a brief summary for Belle Isle strait. It is thus fairly complete for the whole Gulf area. The information for Northumberland strait is published for the first time, and is fully given. It brings the currents in the three narrows of the strait into relation with the time of the tide, which enables the mariner to know whether flood or ebb is running at the time, and also the approximate strength of the current at its maximum. A concise summary of these results has also been prepared for publication in the Tide Tables, as well as a similar summary regarding the Gaspé current and the Anticosti region. In these summaries the more ordinary points are indicated for the use of mariners, and references are given to the reports in which fuller details may be obtained.

The tidal information for Canada is published in two sets of Tide Tables; one for the Eastern coasts and the other for the Pacific coast, their distribution being thus facilitated. The editions of these tables now reach a total of 14,000, and a large proportion are sent out individually, as they are mailed free on request to all applicants.

In addition to the complete tables, two abridged editions are issued of pocket size. One of these is for Quebec and the St. Lawrence, and the other for St. John, N.B., and the Bay of Fundy. These abridged editions are much appreciated and their total circulation now amounts to 12,000.

The Tide Tables for the more important harbours in Eastern Canada and on the Pacific coast, eight in all, are now republished by the British Admiralty. Tidal information for the St Lawrence is also furnished to the Department of Marine and Fisheries for their publication on the St. Lawrence Ship Channel, for the use of pilots. Two leading Almanacs in Canada include Tide Tables for some of the more important harbours, for which acknowledgment is made to this Survey. In these various ways the information attains a very wide circulation, and should reach all who require it. It is interesting to find that many manufacturing establishments and other industries on the coast have constant use for Tide Tables, in addition to the shipping interests.

STAFF.

The staff of this Survey for the office and field work comprises only four, in addition to the superintendent, together with the outside tidal observers, who number six in Eastern Canada and five on the Pacific coast, at the permanent stations. In addition to these, several others are usually employed locally in the summer season, in the observations of tides or currents; and there are engineers on other Surveys who give their co-operation. The permanent assistants supervise the outside work in the summer season, including the inspection and repairs of the tidal stations; and they carry on in the winter the reduction of the observations and the calculation of Tide Tables, as well as the ordinary office work.

I have the honour to be, sir,
Your obedient servant,

W. BELL DAWSON,
Superintendent of Tidal Surveys.

HYDROGRAPHIC SURVEY.

OTTAWA, July 17, 1914.

The Deputy Minister,
Department of Naval Service,
Ottawa.

SIR,—I have the honour to submit a report upon the work of the Hydrographic Survey during the fiscal year 1913-14.

The following parties were in the field during the summer of 1913:—

First.—Hudson Bay party, working off Port Nelson.

Second.—Lower St. Lawrence River party, working below Father Point and off both north and south shores.

Third.—Lake Ontario party, working in the northwest end of the lake.

Fourth.—Lake Superior party, working in the vicinity of Jackfish bay and Slate islands.

Fifth.—Pacific Coast party, working in Hecate strait and off the east coast of Queen Charlotte islands.

Sixth.—A party looking after the automatic gauges in the Great Lakes and St. Lawrence river.

In the early part of July the steamer *Acadia*, built by Swan Hunter and Wigham Richardson, of Newcastle-on-Tyne, arrived in Halifax, crossing the Atlantic under her own steam. After an inspection she was considered in fit condition to proceed upon her work, and was provisioned for service in Hudson bay. She is a steel schooner-rigged, single-screw vessel, 170 feet long, 33½ feet beam and 21 feet depth.

On account of the service she was to be employed in, she is a radical departure from the style of the other surveying steamers of our service in that the sides are extended to the upper deck to give more and better accommodation on the main deck, and make her more comfortable in heavy weather. All the Survey vessels are twin-screw, but for this service it was deemed wiser to use a single screw.

Because she was expected to encounter ice the stem and plates likely to be exposed are double thickness, and the framing is not only heavier but the widths of the spaces between have been reduced and, in addition, extra fore and aft angles were supplied. In spite of these precautions the plates were very seriously indented in the fore part, and additional strengthening angles have been put in.

As this vessel is far heavier and stronger (probably twice as strong) than the ordinary vessel built to Lloyds' requirements, it proves that merchant vessels will incur serious risks in navigating the straits and bay unless strengthening is resorted to.

She is equipped with the most modern wireless outfit and, on account of the sluggishness of the compass needle in Hudson bay, due to the close proximity of the North Magnetic pole, all the metal within 15 feet of the compass is sceptre bronze, to reduce as much as possible local attraction and weakening of the directive force.

Her coal bunkers have been made extra large, and everything possible done to keep the consumption of fuel to a minimum.

I am pleased to be able to report that the vessel is a success and is economical in fuel consumption, a very important consideration in such long cruises.

In October the schooner *Naden*, built by the Wallace Shipbuilding Company, of Vancouver, B.C., was delivered to the Survey at Esquimalt. She is equipped for the present for sailing only, although provision is made for the installation of a gasoline engine. She is 98½ feet in length, 20 feet beam, and 9 feet in depth, and is to be used for the accommodation of a party surveying in sheltered waters, releasing the more expensive steamer and party for service in exposed waters.

The fleet of the Hydrographic Survey is now composed of the steamers *Acadia*, *Cartier*, *Lillooet*, *Bayfield*, *La Canadienne*, and schooner *Naden*; all in first-class condition and well equipped for the service.

HUDSON BAY PARTY.

A report in detail, by Mr. F. Anderson, of the work and cruise of this party is annexed. (Appendix I.)

It had been intended to despatch this party to the bay on 1st July in the steamer *Minto*, but the outfitting proved a larger task than had been anticipated and she was not ready when the *Acadia* arrived in Halifax from England. The latter vessel was therefore ordered north and was ready for sea on the 24th July, but the steamer *Beothic* which had been chartered to carry coal supplies and launches north, and had sailed a few days previously, ran ashore on Rich point, Newfoundland, and the *Acadia* was delayed to complete other arrangements. She eventually got away on the 5th August, reached Port Burwell on the 13th August, and Port Nelson on the 20th August, having encountered very little ice until reaching Hudson bay, where closely-packed winter ice was entered 60 miles off Port Nelson.

Surveying operations were carried on between the entrance to Port Nelson and cape Tatnam. The shore was traversed, the edge of the shallow bank defined, and soundings carried from 10 to 15 miles off shore.

A vessel approaching Port Nelson has now a chart embracing a wide area off the entrance, that is to say, between Nelson shoal on the north and cape Tatnam on the south, a distance of 45 miles, and as the water is not very deep, good soundings that will enable her to feel her way to the entrance without running ashore may be obtained.

The party experienced very rough weather and, considering the short season, got through a very fair amount of work.

The season was closed on the 19th October and, after various adventures detailed in Mr. Anderson's report, the steamer reached Halifax on the 4th November.

Mr. Anderson's report shows that ice, very heavy for the ordinary merchant-liner, was encountered as late as the 20th August, in Hudson bay itself, and that in the autumn he and other ships got into heavy ice that caused serious trouble on the 22nd October. The *Acadia* was only slightly damaged by this, but she is extra heavily plated and framed. The *Alette*, of ordinary build, had her bow so badly crushed that she was compelled to return to Nelson where she was beached and abandoned.

A perusal of this report shows that the steamer *Alette* was not provisioned for any lengthened period, that the *Acadia* had supplies for only two months for her own crew, and when she rescued the crew of the *Alette* the provisions would have lasted only one month or six weeks.

At one time the vessel was ashore on Coats island, and again she was jammed so tight in the ice that everyone on board wondered if she would ever get free.

This was a very serious matter, and might have resulted in the loss of the whole crew. I submit, therefore, that the lesson to be derived from this experience is the advisability of establishing large depots of provisions and fuel at convenient points on this extremely inhospitable shore of Hudson straits.

PACIFIC COAST PARTY.

This party is in command of Lieut. P. C. Musgrave, R.N., Retired, who was assisted by Messrs. R. L. Fortier, L. R. Davies, and O. Parker. On the 2nd June, Mr.

Fortier left to join the Hudson Bay party, and on the 15th June, Lieut. John Knight, R.N., Retired, joined and was followed on the 12th August by Mr. J. A. Turner, a graduate of the Toronto School of Science.

The steamer *Lillooet* was commissioned on the 16th April and paid off on the 3rd November.

Between the 19th of April and the 10th May the party worked in Malaspina strait in continuation of the work started by the party in H.M.S. *Egeria* in 1910. Very little was done here except recovering and remarking the old stations, and some traversing on Tesada island.

Whilst the main party was at this work, Mr. Davies was detached, with a small party, at Alberni, and completed the survey of that harbour on a scale of 6 inches to the nautical mile.

On the 12th May the ship returned to Esquimalt to have new davits fitted, these not having arrived from England when she was commissioned. On the 23rd May she left Esquimalt, proceeded north and reached Prince Rupert on the 27th, and Skidegate inlet on the 30th, where work was resumed, in Hecate strait, at the point left off in 1912. During the balance of the season plans were made of Thurston bay, Selwyn inlet, Aliford bay, Pacvofi, Otard bay, and Port Louis.

Between the 10th July and 4th August the ship was stationed in the west approach to Dixon entrance to avail herself of what might be expected to be the finest part of the season, to get some much-needed soundings, but during the whole period the weather was so unpropitious that nothing was done.

Some changes at Masset harbour were noted, and the ship resumed her station in Hecate strait on the 11th August, and continued there until 27th October, when the season was brought to an end.

Sounding off-shore for 10 miles has been almost completed as far south as Skidegate inlet, considerable traversing done between that and Selwyn inlet, and a survey of the latter is almost completed.

In June, large cribs were sunk off Cape Ball, and tidal comparisons obtained with Port Simpson and Skidegate.

Surveying operations in these northern waters of British Columbia are much hampered by bad weather, fogs, wind, and rain. In 1913, out of 168 working days, 68 were lost by bad weather.

The party spent the winter in office in Esquimalt preparing fair sheets for the engraver.

LAKE ONTARIO PARTY.

This party, working from the steamer *Bayfield*, left Prescott headquarters on the 8th of May, and proceeded to Toronto, to start operations, which were carried on between Port Darlington and Hamilton all season.

Very fair progress was made and, as a result, a sheet covering the shore from Port Darlington to Toronto has been prepared for the engraver.

Several of the small harbours, such as Frenchman's bay, Port Credit, and Oakville have been surveyed and plans will be engraved. Toronto harbour has been carefully surveyed, and a proper chart of it will shortly be issued.

A careful examination of the soundings between Newcastle and Toronto shows that the 3-fathom contour follows the shore line at a uniform distance of three-quarters of a mile, and that except for two shoals off Proctor point, there are none in this part of the lake.

Soundings were carried off-shore about 12 miles, and during the season, 970 miles of sounding were done from the steamer, 585 from the boats, covering an area of 400 square miles. The party was in charge of Mr. G. A. Bachand, who started the season with J. U. Beauchemin, M. Cailloux, and E. B. MacColl, as assistants, but on the

1st June, Mr. Cailloux was detached for work at Sorel, measuring discharges of the St. Lawrence river, and on the 14th July Mr. MacColl joined the survey party under Captain Anderson, proceeding to Hudson bay. On the 7th June the staff was increased by the addition of Mr. W. K. Willis. On the 8th of November the *Bayfield* was laid up at Prescott for the winter, and the party returned to office in Ottawa to prepare fair sheets for the engraver.

On the whole a very fair season's work was done.

LOWER ST. LAWRENCE RIVER PARTY.

Commander I. B. Miles, R.N., (Retired), who was appointed to take command of this party in 1906, resigned his position on the 20th March, and was succeeded by Mr. Charles Savary, who had been his assistant until the spring of 1912, when he took charge of the survey of lake Superior.

In losing Commander Miles the Survey lost a valuable officer, and one who had had a great deal of experience in navigation, a most important consideration for a hydrographic surveyor.

This party was in charge of Mr. Charles Savary, with assistants A. J. Pinet and E. Ghysens, and was increased by the appointment of Mr. M. A. MacKinnon on the 7th July. The *Cartier* was commissioned on the 11th of May, and left for surveying operations east of a line joining cape Columbia on the north with St. Flavie on the south. Work was carried as far east as a line joining Manicouagan river on the north to Sandy bay on the south, over an area of 670 square miles, in which 975 miles of sounding was done from the deck of the steamer, and 575 from the launches, in addition to 95 miles of traversing. Sounding was extended completely across the river.

In addition, a plan extending 10 miles upstream was made of Bersimis river. This will be plotted on a scale of 3 inches to 1 nautical mile. Some surveying was done in the Lower Traverse to check some soundings on the existing chart.

The party returned to Quebec on the 29th October, and the steamer was laid up.

Nothing of an untoward character occurred during the season. The steamer was carefully docked, examined, and found to be in first-class condition.

LAKE SUPERIOR PARTY.

Upon Mr. Savary's promotion to the Lower St. Lawrence party, Mr. Parizeau was appointed to the command of the Lake Superior party and took charge in the 11th of April ,1913. Captain J. L. Baxter succeeded to the position of Sailing Master made vacant by the retirement of Captain Brown in the previous autumn.

Mr. Joseph Cosford, Chief Engineer, resigned on the 25th October, and was succeeded by Mr. Norman Munro, by promotion from the position of second engineer.

Mr. Parizeau had for assistants, Messrs. H. H. Lawson and F. R. Mortimer, and his staff was increased on the 21st of May by the appointment of Mr. H. L. Leadman, a graduate of Toronto School of Science.

The steamer *La Canadienne*, with the party on board, was commissioned on the 6th of May, at Owen Sound, and reached Peninsula harbour on the 10th of May, to start surveying operations.

Even at that late date considerable ice was encountered in lake Superior.

A triangulation was completed to connect Schreiber point and Peninsula harbour and Slate islands.

As a result of the season's work a fair sheet was prepared for the engraver, embracing that portion of the lake south of the shore between Schreiber point and Pic island as far south as a line passing east and west and distant 10 miles south of Slate islands, and in this area no unknown shoals were discovered, although many

that were uncharted were located. On the old chart, one marked as being covered by only 10 feet of water was carefully searched for but could not be found, and I think may safely be removed.

In addition to the general sheet mentioned above, a plan on a scale of 6 inches to the nautical mile was prepared for the engraver, of Jackfish bay.

The work performed amounted to 136 miles of traversing, 700 miles of sounding from the ship's deck, and 550 from the boats, covering an area of 650 square miles. This was a good showing, considering the weather on lake Superior where fogs and smoke are frequently encountered, and if the peculiar labour conditions are taken into account.

The original crew deserted almost to a man after reaching Jackfish bay to take advantage of the high wages ruling at Port Arthur and Fort William. For a month the party was reduced to less than a boat's crew, and the Captain had to go to Collingwood to secure men.

The steamer arrived at Owen Sound and was laid up on the 8th of November. She was examined and found in good condition, considering her great age. Being slow, of small beam and inclined to be cranky, she is hardly in the same class for survey purposes as the other and newer vessels attached to the Survey. Owing to her lack of power the officers have to be careful to make a good offing upon the slightest appearance of foul weather.

JAMES BAY PARTY.

Upon the promotion of Mr. Parizeau to the command of the Lake Superior party, Mr. Paul Jobin was appointed to succeed him. He had for assistants, Messrs. Robert Fraser and L. T. Bowes.

It was deemed advisable to send an advance party to Rupert House before the break up of the ice, and Mr. Fraser was despatched with this crew of men. These had instructions to re-erect several main triangulation stations, to study and observe the break up of the ice on Rupert river, and to prepare the schooner *Chrissie Thomey* for service.

This vessel was wintered in the mouth of the Rupert river, opposite the post, in the autumn of 1912. She froze into the shore ice which later on shifted and left the vessel farther down the river, but in good water.

When the ice broke up it caught her, lifted her and left her almost high and dry on her side. She filled with water, but later on she righted and was pumped out. She is badly strained, and it is doubtful if she could be sailed to Halifax even if she could be floated out of the river.

Mr. Jobin, with his other assistant, nine men and nine guides, in four canoes left Cochrane on the 5th of June, reaching Moose Factory on the 10th. It was not until the 20th that the party could leave, on account of ice, for Rupert House, which was reached on the 21st.

An attempt was made to get the schooner out, but when the tide was favourable the wind was not, and when the wind was the tide was out. No tug was available.

Camping was resorted to, and work was carried on between Point Comfort and Strutton island.

The examination shows a depth of 5 fathoms off Point Comfort, with least water of 4 fathoms in the approach. A good channel, rather narrow, continues to Black Bear point, where 3 fathoms can be found.

Mr. Jobin reports as follows:—

> "No examination could be made of the Lisbon shoal, but it was found that the so-called Lisbon rock is an island of boulders, about 20 feet high and 300 yards long, in a SW.-NE. direction, and covered with tall coarse grass. There stands on it by way of mark a 25-foot stick of driftwood with a cross piece at

the top. The position of the rock, in relation with Charlton island, given on the Admiralty chart of Hudson bay agrees fairly well with the one I had to estimate, as I could only get a sight to one fixed point.

"I could get no information about the voyage of the Hudson Bay Company's S.S. *Nascopie*, but the *Adventure* did not find very much ice between Port Harrison and the North Belcher islands, on August the 8th, and saw none in James bay.

"The break-up in the Moose river was marked by a big flood. Revillon's steamer *Emilia* being floated off the ways on Charles island, and the low land at the mouth of the river being covered with 6 feet of water.

"In the Rupert river the ice did not quite rot in place, as local reports had it, but went out as described above, without affecting the level of the river or damaging the banks, but not missing the *Chrissie Thomey* at anchor.

"Ice was moving in the south channel of Rupert bay until the 22nd of June, when it came up to Stag island with the tide. It is really piled-up ice, not as solid as Arctic floes, and no piece seems to be larger than 50 feet in any direction.

"The ice I saw from the *Inenew's* deck on June 17, 10 miles off the Moose river, was afloat and did not seem to be tightly packed, but going round Sawayan point on the 21st of June we were stopped by ice packed close against the shoal ground. The way was clear along the land, where only small pieces could come in on account of the shallow water, but from our low elevation and in the dirty weather I could not make out clear water to seaward. Mr. Fraser reports that on the 23rd of June there was ice all the way between Wood and Charlton islands.

"On the 21st of July, ice was still coming in to the northern end of Charlton sound, and at that date the *Inenew* met pack-ice in the same latitude off Cochispenny point on the west shore.

"The Rupert river froze across, above the trading posts, on the 10th of December, 1913. Te season was milder than the average, I believe, the mean temperature between July 18 and September 23, period covered by the observations, being: maximum 61, minimum 46, with actual maximum of 98 and minimum of 35."

After leaving two men at Rupert to see the schooner safely frozen in, Mr. Jobin and party left Moose Factory on the 30th of September, reaching Cochrane on the 10th October, and Ottawa on the 16th. The men left behind reached Cochrane on the 1st of January.

AUTOMATIC GAUGE PARTY.

These gauges are looked after by Mr. C. A. Price, assisted by Mr. W. J. Miller.

On account of the investigation into the levels of the St. Lawrence river, between Montreal and Quebec, undertaken by a commission under the Department of Marine and Fisheries, it was found necessary to install several guages in the river, as follows:: At foot of acine canal, Longue Pointe, Vercheres, Varennes, Lanoraie, Sorel, Three Rivers, Batiscan, and Pointe Platon.

On the Great Lakes there are gauges at Kingston, Port Dalhousie, Port Colborne, Fighting island (Detroit river), Isle aux Peches (Detroit river), Goderich, Sault canal (below the locks), Sault canal (above the locks), and Port Arthur.

With the exception of the two at the Sault canal, and the two in the Detroit river, these are maintained during the season of navigation only. It is hoped that some method of keeping them from freezing up can be devised shortly, and thus enable us to get records for the whole year.

NEW CHARTS PUBLISHED.

The following new charts have been engraved and issued to the public during the year:—

No. 53, Lancaster Bar to Cornwall.
No. 80, Plans of Harbours in Lake Erie.
No. 306, Skidegate Inlet, Queen Charlotte islands.

The following photo-lithographic reprints have been made of old charts, principally Admiralty charts:—

No. 95, Meldrum point to St. Joseph island.
No. 207, Malbaie to Goose island, St. Lawrence river.
No. 405, Hudson bay and strait.

The following photo-lithographic new charts have been issued:—

No. 309, Stamp Harbour, B.C.
No. 402, Nelson Roads, Hudson bay.
No. 403, Approaches to Nelson river.

The following new editions of former issues were made:—

No. 8, River St. Lawrence, head of Lake St. Peter.
No. 9, " " Lake St. Peter.
No. 19, " " St. Antoine to St. Augustin.
No. 22, " " Montreal to Sorel.
No. 23, " " Sorel to Batiscan.
No. 24, " " Batiscan to Quebec.
No. 50, " " Lake St. Louis.
No. 201, Atlantic coast, White island to Orignaux point.

The editions of the St. Lawrence Pilot below Quebec having become exhausted, a new one has been prepared and forwarded to the King's Printer.

The edition of the Georgian Bay and North Channel Pilot and of the Sailing Directions of the Canadian Shore of Lake Huron having become rather out-of-date and almost exhausted, a new one is being compiled by Captain J. G. Boulton, R.N., Retired, and is now in the hands of the King's Printer.

During the past year the Survey suffered loss from the deaths of Messrs. Edouard Jodoin and A. Lacey. Both died on the 1st of April, 1913, the former of the typhoid epidemic in Ottawa, and the latter at his home in Sydenham, Ont.

The balance of the staff have rendered good valuable service, and, obtaining more experience in hydrographic surveying, are becoming more valuable.

The following appendices are attached:—

I.—Report of Mr. Anderson on work at Port Nelson and in Hudson straits.
II.—Table of water levels of the Great Lakes, 1913.
III.—Description of bench-marks established by automatic gauges, and elevations thereof determined by water transfers.
IV.—Table showing yearly water transfers and elevations of bench-marks used.
V.—Tables showing yearly comparison of Canadian and United States water surface elevation of Great Lakes, 1906-13.
VI.—Daily mean elevations of St. Lawrence river at Montreal.
VII.— " " " " Longue Pointe.
VIII.— " " " " Varennes.
IX.— " " " " Verchères.
X.— " " " " Lanoraie.
XI.— " " " " Sorel.

WM. J. STEWART,
Hydrographer.

APPENDIX I.

Report of Mr. F. Anderson on Work at Port Nelson and in Hudson Strait.

Ottawa, March 5, 1914.

W. J. Stewart, Esq., C.E.,
Chief Hydrographer, Dept. Naval Service,
Ottawa.

Sir,—I beg to submit the following report on the work of the survey in Hudson bay and strait during the season of 1913.

For the above expedition the new steamer *Acadia* was employed. She is a 12-knot, single-screw, steel steamer of some 1,700 tons displacement, built specially for surveying by Messrs. Swan, Hunter & Wingham Richardson, Newcastle-on-Tyne, England, and arrived in Halifax on 8th July last. During the past season she proved a first-class seaboat and gave a very good account of herself in any ice encountered. The vessel also handled very easily and proved economical in fuel, an important factor when operating so far removed from the base of supplies. The wireless equipment was found efficient, though the ærial was hardly large enough for the power generator, but this can be easily remedied.

The fitting out and provisioning being completed, the *Acadia* sailed from Halifax on the 5th August and North Sydney on the evening of the 7th, and came to in Port Burwell harbour, Hudson strait, at 11 a.m. on the 13th August.

Nothing worthy of note happened during the trip up; the track followed was about 100 miles off the Labrador coast. After passing Belle Isle an occasional iceberg was seen, but no field ice encountered until about 70 miles south of cape Chidley, where light ice-fields were passed through, and heavy, closely packed ice entered when about 20 miles off the cape. Grey strait was quite clear, only an occasional pan being seen.

The weather on the whole was fine, Sunday the 11th being cool, rainy, and foggy.

Reports received from the Labrador coast stated that ice conditions were the worst in many years, but this was all avoided by giving the coast a wide berth. Associated Press and other reports were received at Ottawa, the last of which was from Battle harbour on the 9th of August, and after losing communication with this point the northern stations could not be picked up by wireless.

While at Port Burwell a supply of fresh water was taken on board by boat from a stream in the north part of the harbour. While at Burwell reports were received concerning ice and weather conditions during last autumn and this spring. The heavy Arctic ice pack did not come down until the 8th of January, leaving it possible to clear the straits up to that date. The spring was reported very open, and the straits could have been entered as early as the first week of June.

Supplies brought up for Captain Chapman of the Customs schooner *Arthur W.* were landed in safety, and meteorological reports taken during the past winter received from him. The steamer *Nascopie*, carrying supplies for the Hudson's Bay Company, was reported as having arrived on Sunday the 10th, and had passed into the bay bound for Fort Churchill and Charlton island, James bay.

Burwell was cleared at 11 a.m. on the 14th; scattered winter ice was entered about an hour later. The next day was fine and clear, the thermometer stood at 31° F. at 8 a.m. The ship was swung at 8.30 a.m. and the standard compass was found to have as much as 1¼ points deviation. Scattered ice-fields were seen along shore about Big island, and Erik cove was reached at 9 a.m. on the morning of the 16th.

The following report was received from Mr. Shepherd, officer in charge, Hudson's Bay Company post:—

> "The straits could have been navigated last autumn until well into December, but after the 15th of November the weather was so stormy and generally unsuitable for navigation that no vessel should have attempted a passage after that date. In the spring a safe passage could have been made by the 12th of July and there would have been little advantage attempting it before that date, as there was so much drift ice (closely packed at times) about."

Erik cove is one of the most isolated posts of the company, in fact all connection with the outer world is cut off for nine months of the year. At the request of Mr. Shepherd the doctor went ashore to attend to his nine-months' old child. The former having lost his wife some months before and the milk supply running short, the child was in a bad way; a supply of condensed milk was sent ashore, for which he was very grateful.

Erik cove was cleared by noon and the ship was about 3 miles off the north end of Mansel island at 8 p.m. On changing course it was noticed that the northwest point of the island projects much farther into the straits than shown on the chart. The north end of this island should be properly defined and sketched in, as the position is only approximate, and the shape more or less guessed at.

Monday, 18th August, was a fine day, light WSW. wind, the ship making 8 knots on a consumption of 10 tons of coal in 24 hours.

The ship entered field-ice, loosely packed, about 3.30 p.m., but the air being so cool gave one the impression that much heavier ice would be found later.

The *Bellaventure* and *Bonaventure* were picked up by wireless at 10 p.m. about 150 miles distant.

On the following morning about 4 a.m. heavy closely-packed winter ice was entered about 60 miles off Nelson shoal, and very slow progress was accordingly made. It is possible this ice could have been avoided by holding a more northerly course from Mansel island. The ship anchored off Nelson shoal at 5 p.m. After breakfast next morning, 20th August, a landing was made on the shoal and it was found that the beacon erected last season was lying down, but quite uninjured, not one board gone. Two of the three guy wires had pulled out, the anchors not being well ballasted, but the third having boulders placed held fast.

From the above it appears that the ice shove cannot be very serious, and the change in the position of the bank from year to year cannot be very great. The beacon was re-erected and all guys well anchored. During the afternoon a buoy was placed off the entrance to the channel entering Port Nelson in 21 feet of water, and the ship came to nearby for the night. Beacon on Marsh point bearing S. 38° W., distant 11 miles.

The next day the wind was fresh from the NW., and foggy. The *Bellaventure* and *Bonaventure* were found anchored up the channel, having arrived safely with the tug *Kathleen* and barge *Neophyte*. After dinner outgoing mail was sent to the *Bellaventure*, due to sail in the morning. The freighter *Alcazar* was also riding at anchor a couple of miles up the channel. All the ships reported a very heavy trip up, being much delayed by ice. Indeed the tramp steamer *Alcazar* did extremely well making through in safety. Attached to this report are extracts from the logs of the different ships concerning the ice conditions met with.

During the period from 20th August to 10th October, surveying operations were carried on with a view to delineating the southeastern approach from a point outside of cape Tatnam. The shore line was traversed from abreast Marsh Point beacon to a point 10 miles east of cape Tatnam, a distance of 40 miles. For this purpose a shore party was landed, consisting of an officer and four men, a gasoline dory being used to transport the camping outfit. Steel buoys carrying flags 20 feet above the

water, and visible about 8 miles in clear weather, were used to fix the soundings and cut in the shore line. The first buoy was placed in 21 feet of water off the entrance channel to Port Nelson, N. 3° W., 11 miles from Marsh Point beacon, and making a good mark for picking up the channel, besides being a survey point. The remainder of the buoys were placed from 4 to 7 miles apart and the same distance off-shore, the last one lying off cape Tatnam.

The soundings were extended out from off the Hayes and Nelson rivers to about 10 miles past cape Tatnam, and from 10 to 17 miles off-shore. The whole of this southeast shore proved to be low and swampy, pierced by many small streams all practically dry across the mouth at low tide. The locality is wooded by black spruce, 20 to 30 feet high, to within half or three-quarters of a mile of the shore, showing up well from a considerable distance seaward. Off the shore, extending from the mouths of Hayes and Nelson rivers to a point 10 miles east of cape Tatnam, the soundings were carried 10 to 17 miles.

The following work was performed:—

Area sounded over—600 square miles.
Line sounding—1,400 miles.
Main stations built—5.
Coast line traversed—40 miles.

Without exception the weather was the worst on record, moderate to full gales prevailing, finally reaching a climax on October 12, when a heavy blizzard swept over the bay, the wind blowing at a rate of from 60 to 75 miles per hour, accompanied by snow. Thermometer, 17° F.

Two-thirds of the time was completely lost, owing to conditions under which work was impossible, and half the time when surveying was carried on it was under great difficulties. Notwithstanding the above adverse conditions, the object of the expedition was accomplished, and a chart is in the course of preparation showing the entrance to the Nelson and Hayes rivers and extending as far as Nelson shoal on the north and cape Tatnam on the southeast.

Monday, 8th September, was the first fine day, and the steamer *Beothic*, chartered by the Department of the Naval Service, arrived at noon; a large sounding launch was received from her, also mail and supplies; she then moved inside the river to deliver her cargo to the Hudson Bay terminus. On Friday, the 12th, the freight steamer *Cearense* with supplies for the Hudson Bay terminus, was picked up by wireless. She was offered every assistance possible, but the message was not acknowledged. She came-to directly windward of the *Acadia* at about a mile distant, a very awkward berth to take up in case of her anchors dragging. On the following morning the *Cearense* got under weigh early and on trying to make the entrance to the river she went aground on a pile of boulders on the south side of the channel. It was found impossible to float her, and since then she has become a total wreck. The *Beothic* received instructions to stand by and render all possible assistance, which were carried out. The crew were transferred to her and taken home. The wreck of the *Cearense* lies, in very little water at low tide, N. 20° W. 7¾ miles from Marsh Point beacon, and about 1 mile south of the middle line of the channel.

On Wednesday morning, 24th September, a report was received by wireless from Mr. MacColl, in charge of the shore party, that he and his party were on board the *Beothic*, that his dory had been swamped some days before about 8 miles west of Tatnam, losing all supplies, and that they had been forced to walk the full distance to York Factory, without provisions for two days. From York they had taken coast boat to the ship. This was a most unfortunate occurrence so late in the season, and we could ill afford to lose the time. As it was not convenient to land this party again until 6th October, great difficulty was experienced in picking them up on 18th October owing to the drift ice in the river.

On 25th September, in a fresh west wind, with rain and snow, the *Acadia* tied up to the *Beothic* at 5.30 p.m. to take on coal. On the 28th the *Bellaventure* arrived with the dredge *Port Nelson* in tow. They were lucky in having fine weather on the Labrador coast, and also crossing Hudson bay. Later the dredge was beached at Root creek for the winter.

The *Beothic* sailed for home on 30th September, having discharged cargo, landed about 1,500 sacks of coal at Port Nelson terminus, and coaled the *Acadia*.

On 5th October, fine and calm, the Hudson's Bay Company's auxiliary schooner *Fort Churchill* arrived from Churchill. This schooner had been built in Great Britain for distributing supplies to the various posts on the west coast from Churchill. This is a departure from the time-honoured custom of landing supplies at York Factory as well. The schooner arrived too late to handle any supplies left at Churchill, and they must be distributed by dog train during the winter. Since leaving Hudson bay, reports have been received that this schooner has gone adrift in Hudson bay.

Wednesday, 8th October, overcast and wind WNW., fresh. Sounding from the ship all day. The freighter *Sinbad* returned to the river, having sailed for home on the 1st. The captain reported the passage at west end Hudson strait closed by ice, and he considered it unwise to proceed.

The 11th October was a very disagreeable day, wind SW., fresh and very misty. The barometer had fallen to 28.65, the lowest of the season, indicating plainly that a heavy gale might be expected. An attempt was made to make Port Nelson, but owing to the late hour of arrival off the entrance, and the impossibility of seeing over a quarter of a mile, we came to about 3 miles outside the wreck of the *Cearense*. Next morning the heaviest gale of the season swept over the bay, the wind blowing at about 60 miles per hour, accompanied by snow, and a temperature of 17° F. Although both anchors were out, with about 100 fathoms of chain, the ship dragged about 1½ mile before taking hold. Steam was ready at five minutes' notice in case of emergency. During the morning our 34-foot sea-going launch broke adrift, the windlass pulling out through the deck, owing to being improperly fastened. The launch was completely encased in ice and, because of bad weather, nothing could be done to save it. A report was received early in January from Mr. Ray, officer in charge, Hudson's Bay Company's post at York Factory, that the Indians had found this launch in the ice off the south shore bank, apparently uninjured.

Next morning the wind having moderated, steam was raised after breakfast and a little later we came to well up the river, nearly abreast Root creek. Mail was sent on board the *Bonaventure*, as she left for home during the morning, accompanied by the *Sinbad*, and a few hours later the *Bellaventure* departed.

A further supply of coal was received from the barge *Neophyte*, and spare gasoline and some gear sent ashore to the terminus party. While coaling on the morning of the 14th, a ship was sighted off the entrance to the river. Steam was raised at 3.30 p.m. and the tug *Kathleen* accompanied us down the channel to lift buoys and get definite information about the new arrival, which proved to be the *Alette*, which had left on the 7th homeward bound. The *Acadia* came to anchor off the entrance to the river, the beacon bearing about south, distant 12 miles. During the evening, in answer to signals, an officer was despatched by launch to the *Alette* to make inquiries. The report was brought back that her bow had been stove in by ice encountered off the north end of Mansel island on the 10th October. A rent of considerable extent had been made in the plates on the port side, about 3 feet below the water line, and as the pumps could barely hold the water back, the ship had to be beached to try and save the cargo. Nothing could be done on the following morning, as another gale, with snow, set in with temperature 10° F. Following the gale of the 12th instant, the weather had turned much colder, and new ice formed up the river, large fields were seen passing out, from 1 inch to 2 inches in thickness.

Sixteenth October. Fine morning, but the thermometer stood at 8° F. It was the original intention to despatch the launch to York Factory and pick up the shore party, but this was quite out of the question now, on account of the river ice, which would have cut through the launch planking in no time. Captain Robertson of the *Alette* came on board the *Acadia* and requested me to stand by him, as his ship was not seaworthy. I agreed to pilot him up the river and point out a suitable place for beaching, to save the cargo. The *Alette* was to anchor in the river before beaching, to facilitate the transfer of crew and provisions. When about 4 miles outside the site of the terminus, the *Alette* was driven at full speed on the bank. The *Acadia* came-to in the channel abreast, but ice drifting up and down, with each successive tide, made communication between the ships most difficult and dangerous. The lifeboats of the *Alette* were stove in and filled with water in coming alongside. The *Alette* was abandoned on the 17th October, all the crew and some provisions having been transferred to the *Acadia*. The crew of the above vessel consisted of twenty-eight all told (fifteen being Chinamen), and as they proved to be very short of provisions, it was a matter of some concern taking them in the *Acadia*, especially as the reports concerning ice conditions received from the returned vessels were not encouraging, and the *Acadia* had provisions for only two months longer.

About noon on the 18th the shore party returned on board, after considerable difficulty from the ice. Port Nelson was finally cleared at noon on Sunday, the 19th, fresh northerly winds, accompanied by snow, prevailed, making it difficult to see far.

During the season all possible assistance was given to steamers entering the port. Although no regular buoys had been placed, the survey flag buoys were available, and their positions and courses and distance between were given, when possible, to assist and avoid accident. Port Nelson is easy of approach even at present, one reason being that good indication can be obtained with the lead. One course will lead practically right up the channel from outside. The great difficulty is in finding the entrance to the river, but No. 1 survey buoy marked this well, and no accident or wreck that took place can be attributed to the lack of aids or difficulty of approach.

Coates island was reached at 8 a.m. on Wednesday, the 22nd. Wind west, fresh, and very foggy, thermometer 10° F., great fields of ice about. The ship was hove-to for some hours and finally came to anchor a couple of miles off the south side of the island. The next morning was fine, light SW. wind, and clear. The day was spent cruising about off the ice-pack, trying to discover a passage, and by evening having traversed the passage to Mansel island it was found completely closed by heavy ice, not only closely packed together, but with the spaces between the larger pans frozen over by new ice about 1 to 3 inches in thickness, the whole thus being cemented together. The situation looked serious in the extreme, especially as the temperature was little above zero and one night of hard frost would certainly have made the ice-pack impassable.

On the following morning the ice-pack was entered with difficulty at slow speed, and it was soon found that to make progress at all, it must be at full speed. This would entail the great risk of injuring the ship or the propeller; however, as we had a large ship's company, seventy-eight in all, and provisions and coal for barely two months, it was decided to push on at full speed. Every precaution was taken to prevent accident, especially on the "back up," as occasionally it was found necessary to back up and butt at full speed several times before forcing a passage. On the evening of the first day, matters did not look over promising, the ship being hemmed in on all sides with large pans, closely packed, on which we were unable to make the slightest impression. Nearly every one on board decided they would never see home again.

On the following morning the pack had loosened up a little, and after working about for some time we managed to secure a start. As the ice appeared rather loose towards Mansel island, the ship was worked in that direction, and about noon fairly

good leads were made, and later a clear channel was finally reached about 2 miles off the north end of the island. Following this lead up, open water was reached at about 4 p.m.; needless to say all hands brightened up considerably with the sight of open water. One point worthy of note is that when in the ice-pack, with no open water in sight, the white reflection of the ice in the sky about the horizon showed that it extended for many miles, but one small dark patch was visible in the sky which did not appear to change position, and as it looked suspiciously like open water, it was more or less steered for and proved to be such. Heavy ice was again entered about 9 p.m. off Digges islands, and as it was very closely packed, and very heavy, we had to await daylight. The next day, Sunday the 26th, was very fine, and as the pack had opened considerably, a move was made after daylight. A clear channel was noticed from the masthead, close along Digges islands, which we entered about noon and good progress made. More or less field ice was passed until Charles island was abeam, and from this point no field ice was seen, only an occasional berg. The passage inside Charles island appeared closed by field ice.

Port Burwell harbour was reached on Tuesday, the 28th; arrangements were made for the mission storekeeper to keep weather and ice records during the autumn closing, winter, and spring opening. While at Port Burwell, several Eskimos came aboard, and a great similarity was noticed between them and the Chinamen.

Next morning the harbour was cleared early and, the weather being fine, good progress, at about 13 knots, was made on a consumption of about 14 tons coal in twenty-four hours. Belle Isle was reached on Friday the 3rd, when wireless reports were despatched to Ottawa, and Halifax reached at noon on the 5th of November. About thirty-six hours were lost in the gulf from heavy southerly gales.

November 4 was spent at Sable island in making an examination of the east spit for an island reported to exist. Nothing new was discovered detached from the island bank; however, a spot was found on east spit awash at high water and probably 3 feet above at low water, lying E. by N., 10 miles from East lighthouse. The chart shows 12 feet of water on this spot.

On arrival at Halifax the fifteen Chinamen, members of the *Alette* crew, were handed over to immigration authorities.

I cannot close without thanking the Survey staff, and the officers and crew of the ship, for their close attention to duty, and loyal support during a very trying season.

ICE CONDITIONS DURING THE PAST SEASON.

The serious ice condition found at the west entrance to Hudson strait, north of Mansel island, during October, is most exceptional and hard to account for. There is little or no tide and current at this point, and a mass of ice once caught would be very likely to remain. As a rule the Fox channel ice never remains long during the season, but passes out of the strait. During the summer of 1912, little or no ice came down, being a fine calm season, and even on the 2nd November the *Minto* found no ice in this passage. On the contrary, during the past season, extremely and exceptionally heavy northerly winds prevailed, which would have a tendency to carry a great quantity of ice down. An ordinary freight vessel could not for a moment have attempted a passage when the *Acadia* passed out.

There is no information on hand concerning the passage south and east of Mansel island, and it may possibly have been clear of ice. When the *Acadia* arrived off the north end it was rather late in the season, and too expensive on coal to risk a trip around to explore. If the navigation into Hudson bay and straits warrants the expense, by operating a powerful tug equipped with wireless in connection with a wireless station on the north end of Mansel island, masters of ships could be kept informed regarding the ice conditions, and conduct themselves accordingly.

Attached to this report are:—

I.—Summary of ice conditions found by steamers *Bonaventure, Bellaventure*, and *Nascopie*.

II.—Statement giving arrivals and departures of ships at Port Nelson during season 1913.

III.—Meteorological observations taken on board C.G.S. *Acadia*.

IV.—Chart showing track followed by C.G.S. *Acadia* in her passage from Cape Chidley to Port Nelson, August, 1913.

V.—Chart showing track followed by C.G.S. *Acadia* in her passage from Port Nelson to Cape Chidley, October, 1913.

I am, sir, your obedient servant,

F. ANDERSON,
Officer in Charge, Hudson Bay Survey.

SUMMARY OF ICE MET WITH BY THE FOLLOWING STEAMERS DURING THE SEASON OF 1913, IN HUDSON BAY AND STRAIT, AND ENTRANCE TO JAMES BAY.

S.S. "BONAVENTURE."

The above steamer completed two round trips to Port Nelson last season.

After passing Belle Isle on July 10, numerous icebergs and field ice were seen during the remainder of the trip to Port Nelson. The track followed off the Labrador coast was outside the field ice, and about 150 miles off shore. Hudson strait was entered near Resolution island on July 16, and on the next day heavy field ice was met with which extended as far as cape Hopes Advance about 100 miles, taking five days to pass through. Light field ice was encountered every day until July 27, when heavy winter ice was entered in latitude 59° 40′, longitude 88° 59′, about 139 miles east of cape Churchill, taking eight days to clear. Nelson river was reached on August 6.

Weather, fog 35 per cent of the time.

On the return trip, Port Nelson was cleared on August 30, and Belle Isle reached September 7. No field ice was seen, only a few icebergs passed off cape Chidley on September 4.

Weather, rain or snow 60 per cent of the time.

On the second trip up Belle Isle was passed on September 20. Several icebergs were seen off the Labrador coast, but no field ice, the track followed being 90 miles off. Resolution island was reached on September 23 and Port Nelson September 28. During this latter period heavy gales and snow squalls prevailed. On the trip home, Port Nelson was cleared on October 14. Heavy Fox channel ice, closely packed, was seen off the north end of Mansel island on October 16. However, a clear passage, 5 miles wide, was found just north of the island. The last field ice was passed abreast Charles island, and occasional icebergs off the Labrador coast. Belle Isle was reached on October 22.

Summary of weather during the season: Fine, 44 per cent; fog, 27 per cent; rain and snow, 29 per cent.

S.S. "BELLAVENTURE."

This steamer completed two round trips to Port Nelson during the season.

On the first trip up she had the tug *Kathleen* and the barge *Neophyte* in tow through Hudson strait and bay.

Ice bergs were first seen off cape Ray on the 9th of July, and ice was more or less in sight during the remainder of the trip. The first field ice was encountered shortly after passing Belle Isle on July 11, and course was laid outside the ice fields, passing about 150 miles off the Labrador coast.

Hudson strait was entered, rather towards Resolution island, on July 18, and shortly afterwards heavy northern ice was encountered, which made progress very slow, taking six days to cover 75 miles. The ice-pack opened and closed with each successive tide. Heavy winter ice was entered on August 4, in latitude 59° 35′, longitude 91° 48′, about 75 miles off Churchill, and cleared on August 8. The ship came to anchor in Port Nelson on the 10th.

Fourteen out of the thirty-four days taken for the trip up were foggy.

On the return trip, Nelson was cleared August 22, and the first iceberg was seen off cape Wegges, August 25. Numerous icebergs were seen, but no field ice, and dense fogs prevailed off the Labrador coast, passed at a distance of 50 miles.

On the second trip, Sydney was cleared on September 7, with the dredge *Port Nelson* in tow. Numerous icebergs were seen off the Labrador coast, passed at a distance of 50 miles. The first field ice encountered was north of Mansel island, on September 23, and cleared the same day, arriving at Port Nelson on the 28th.

The weather on the whole was fine. On the return trip, Nelson was cleared on October 13. Heavy field ice was found south of Coates island on the 15th; however, a clear passage, 5 miles in width, was found north of Mansel island, and the field ice extended past Digges islands. The freighter *Sinbad* was accompanied until this ice was passed, on the 17th.

Many icebergs were seen, and dense fogs prevailed off the Labrador coast, passed at a distance of 75 miles. After passing Belle Isle on October 22, the weather was clear, and very few bergs were seen.

Weather for the trip: Fine, four days; rain and snow, three days; fog, three days.

Summary of weather for the two round trips: Fine, 55 per cent; rain, 19 per cent; fog, 26 per cent.

S.S. "NASCOBIE."

Numerous icebergs were seen after passing Belle Isle on August 3, and heavy fog prevailed on the following day which lasted for three days. The Labrador coast was passed at an average distance of 90 miles, on both going and returning. Field ice was encountered on August 8, off cape Chidley, and extended nearly all the way to Charles island, which was passed on August 12. Port Churchill was reached on August 16, and cleared August 30, for Charlton island—reached on September 3. Fog prevailed from Mansel island to Charlton island.

The *Nascopie* left Charlton island September 19 and shaped her course for Port Churchill, where she arrived September 26. Heavy winds, accompanied by rain and sleet, were encountered.

On the return trip to St. Johns, Nfld., a fresh wind prevailed, with occasional showers of snow, sleet, or rain. Heavy field ice was encountered on October 1 and 2 off Mansel and Digges islands, where considerable pushing and butting had to be done to force a passage. Very few icebergs were seen on the passage back.

Summary of weather during the trip: Fog prevailed 60 per cent of the time; rain or snow, 18 per cent, and 22 per cent was fine and clear. Heavy winds after September 18.

PORT NELSON, HUDSON BAY.—Arrivals and Departures of Ships for Season of 1913, August 1 to October 20.

Name of Vessel.	Date of Arrival.	Port cleared from.	Cargo.	Gross tonnage about.	Remarks.	Date of departure	Port bound for.	Remarks.
SS. Bellaventure	Aug. 10	Halifax	Rails and provisions	1,200		Aug. 22	Halifax	
SS. Bonaventure	" 14	"	" "	1,200		" 30	"	
Barge Neophyte	" 14	"		200	For use at Port Nelson, unloading ships.			
Tug Kathleen	" 14	"		40				
SS. Alcazar	" 14	Norfolk, Va	Lumber	3,000		Sept. 22		
C.G.S. Acadia	" 19	Halifax		450	Hydrographic surveying.	Oct. 19	Halifax	Port Nelson harbour full of ice.
SS. Sinbad	Sept. 4	"	Coal and rails	800		" 1	Sydney	Returned again October 8, as passage blocked by ice.
SS. Beothic	" 8	"	General cargo	1,200		Sept. 30	Halifax	
SS. Cearense	" 13	"	Coal and machinery	3,000	Went ashore while entering. Total wreck, crew returned in *Beothic*.			
SS. Alette	" 13	"	Scow and lumber	3,000		Oct. 7	"	Returned again October 14 in sinking condition damaged by ice off Mansel island. Ship beached. Crew returned in C.G.S. *Acadia*.
SS. Bellaventure	" 28	Sydney	Coal		Dredge in tow safely landed at Root creek for winter.	" 13	"	
SS. Bonaventure	" 29	Halifax	General cargo			" 13	"	
SS. Sinbad						" 13	Sydney	Left in company *Bellaventure*.

NOTE.—The weather during the past season has been the worst on record—heavy gales prevailing. New ice from 1 to 2 inches in thickness drifting up and down the river with the tide from October 15, making communication with the shore most difficult

Meteorological Observations taken on Board C.G.S. *Acadia*.

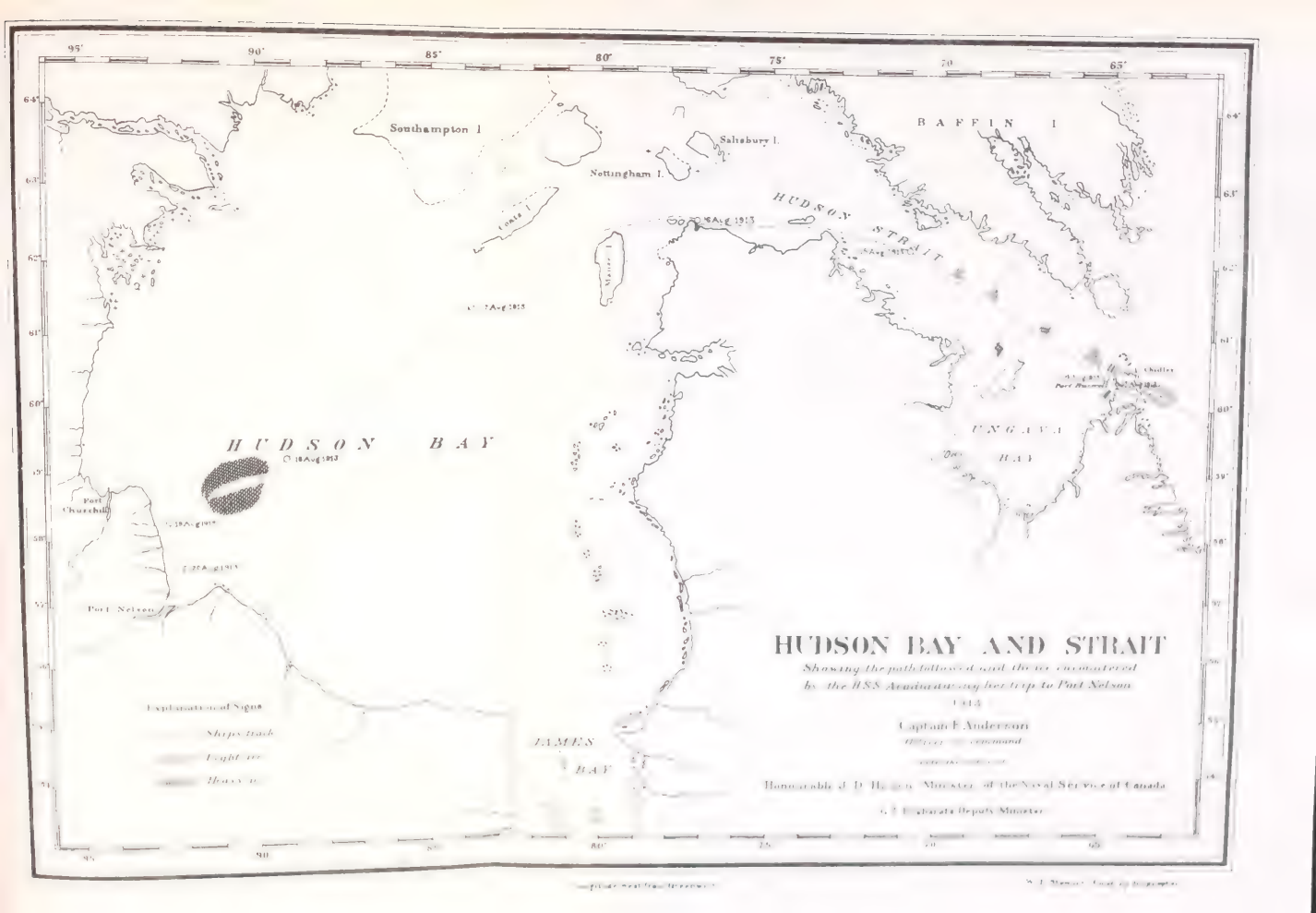
Date.	Barometer.			Thermometer.			Wind.			Locality.		Remarks.
	Max.	Min.	Mean.	Max.	Min.	Mean.	Direction.	Force.	Clouds.	Lat.	Long.	
1913.				°	°	°						
July 29	29·6	29·4	29·5	66	65	65·5	SSE	4	0	44–49	62–06	Left Halifax at 4.30 a.m. Fog-clear.
" 30	29·4	29·2	29·3	72	64	68	E.	1	0	46–17	60–06	Cape Breton. Clear.
" 31	30·21	29·2	29·7	71	62	66·5	NW.	1	0	Halifax		Clear and fine.
Aug. 1	30·3	30·1	30·2	71	61	66	S.	1	0	Halifax		Clear and fine.
" 2	30·1	29·9	30·0	62	61	61·5	E.	1	5	Halifax		Raining in the evening.
" 3	29·9	29·85	29·87	62	61	61·5	S.	2	0	Halifax		Clear and fine.
" 4	29·85	29·7	29·77	64	63	63·5	SE.	0	10	Halifax		Rain and fog.
" 5	29·9	29·7	29·8	63	56	59·5	NE.	2	1	44–47	52–13	Slight haze with rain, p.m.
" 6	29·95	29·9	29·92	71	56	63·5	NW.	4	0	North	Sydney	Clear and fine.
" 7	29·9	30·1	30	64	60	62	W.	3	0	North	Sydney	Clear and fine.
" 8	30·1	30·0	29·0	64	53	58·5	W.	1	0	48–20	59–40	Clear and fine.
" 9	30·0	29·4	29·7	61	57	59·0	SSW.	10	4	51–30	57–20	Clear and fine; passed several icebergs.
" 10	29·7	29·4	29·55	50·0	40·0	45·0	NW.	2	10	54–25	54–30	Showers—few icebergs, a.m.
" 11	29·0	29·6	29·3	45	38	41·5	NNW.	5	5	56–40	58–10	Rain, a.m., but clear p.m.
" 12	30·05	29·9	29·99	42	36	39·0	W.	2	0	59–04	61–50	Few icebergs, with drift ice in evening.
" 13	29·9	29·8	29·85	47	32	39·5	W.	4	0	Port Burwell		Encountered ice field, a.m.
" 14	29·9	29·75	29·82	36	32	34	SW.	1	0	60–28	60–08	Clear and fine. Drift ice.
" 15	29·9	29·7	29·8	55	31	43	SE.	1	0	52–08	71–00	Clear and fine.
" 16	30·00	29·82	29·91	56	33	44·5	NE.	2	0	62–37	77–12	Erie Cove. Clear and fine.
" 17	30·00	29·82	29·91	56	37	46·5	N.	4	0	61–13	83–42	Clear and fine.
" 18	30·2	30·0	30·1	54	41	47·5	S.W by W.	4	0	59–10	89 00	Clear and fine. Encountered ice field.
" 19	30·2	28·9	30·05	45	38	41·5	SW.	2	1	58–20	92–22	Clear and fine. Heavy ice, a.m.
" 20	29·9	29·75	29·82	65	50	57·5	SSW.	3	4	57–03	92–12	Nelson roads. Haze with fog, a.m.
" 21	30·1	29·75	29·97	53	48	50·5	NNW.	3	0	Nelson	Roads	Hazy, a.m. Clear, p.m.
" 22	30·1	30	30·05	50	41	45·5	E.	4	10	Nelson	Roads	Rain.
" 23	30·15	30	30·07	58	44	51·0	N.	3	0	Nelson	Roads	Clear and fine.
" 24	30·15	29·55	29·35	57	44	50·5	SW.	4	0	Nelson	Roads	Rain.
" 25	29·55	29·3	29·42	62	50	56·0	S.	3	4	57–14	91–46	Rain, a.m. Clear, p.m.
" 26	30·1	29·3	29·7	48	46	47·0	NW.	5	10	57–14	91–46	Light rain.
" 27	30·1	29·5	29·8	56	37	46·5	NW.	2	0	57–18	91–27	Fine and Clear.
" 28	29·6	29·2	29·4	56	51	53·5	NW.	7	10	57–18	91–27	Fog.

SESSIONAL PAPER No. 38

"	29	29·8	29·6	29·7	55	39	47·0	NW.				Nelson	Roads	57–12	Fog, a.m.
"	30	29·75	29·55	29·65	53	41	47·0	NE.				Nelson	Roads	57–15	Rain.
"	31	29·75	29·8	29·77	50	41	45·5	NE.	1	1	0	Nelson	Roads	57–28	Clear.
Sept.	1	29·9	29·3	29·6	46	39	42·5	ENE.	4	4	10	Nelson	Roads	57–17	Heavy rain.
"	2	30·15	29·35	29·75	43	38	40·5	NW.	4	4	10	Nelson	Roads	57–14	Squally.
"	3	30·45	30·15	30·3	56	38	47·0	N.	3	3	2	57–12		92·00	Fine.
"	4	30·35	29·85	30·1	44	36	40·0	ESE.	6	6	10	57–12		92·00	Rain.
"	5	29·85	29·6	29·72	55	43	49·0		0	0	4	57–15		91·37	Fog, p.m.
"	6	29·7	29·5	29·6	50	42	46·0	NW.	4	4	10	57–28		91·06	Fog.
"	7	30·15	29·7	29·92	53	44	48·5	W.	2	2	0	57–17		91·30	Clear and fine.
"	8	30·3	30·0	30·15	55	40	47·5	SE.	4	4	0	Nelson	Roads		Clear and fine.
"	9	30·0	29·35	29·67	57	45	51·0	SW.	3	3	0	Nelson	Roads		Clear and fine.
"	10	29·5	29·35	29·42	57	47	52·0	W.	3	3	0	57–14		91·46	Clear and fine.
"	11	29·9	29·5	29·7	45	37	41·0	NNW.	7	7	10	57–14		91·46	Heavy rain.
"	12	29·9	29·9	30·0	42	32	37·0	NW.	10	9	10	57–14		91·46	Rain. Clear in evening.
"	13	30·15	29·9	30·02	49	30	39·5	NNW.	2	4	10	57–14		91·46	Fine.
"	14	29·9	29·4	29·65	52	35	43·5	SSE.	6	6	10	57–28		91·06	Rain.
"	15	29·7	29·4	29·55	47	40	43·5	SW.	6	6	10	57–30		91·00	Rain. Clear in afternoon.
"	16	30·1	29·7	29·9	40	34	37·0	SW.	6	6	10	57–30		91·00	Snow flurries.
"	17	30·1	29·5	29·8	50	35	42·5	SSW.	3	3	6	57–30		91·00	Clear and fine.
"	18	30·1	29·4	29·7	50	45	47·5	W.	—	—	0	57–32		90·51	Fog all day.
"	19	29·7	29·6	29·65	35	33	34	NE.	10	10	10	57–32		90·51	Snow.
"	20	29·9	29·6	29·75	38	30	34	NNW.	8	8	10	57–32		90·51	Rain, a.m., and snow, p.m.
"	21	30·1	29·9	30·0	33	29	31	NNW.	9	9	10	57–32		90·51	Flurries of snow.
"	22	30·18	30·1	30·14	37	29	33	S.	3	3	10	57–32		90·51	Overcast.
"	23	30·1	30·0	30·05	36	30	33		0	0	2	57–17		91·30	Fine, a.m. Snow, p.m.
"	24	30·1	29·8	29·95	28	28	28	NW.	6	6	10	57–17		91·30	Rain.
"	25	29·8	29·6	29·7	38	24	31	W.	6	6	10	Nelson	Roads		Rain.
"	26	29·9	29·8	29·85	33	23	28	N.	5	5	2	Nelson	Roads		Clear.
"	27	29·85	29·65	29·75	33	17	25	SE.	5	5	1	Nelson	Roads		Clear.
"	28	30·0	29·7	29·85	30	24	27·0	NNW.	5	5	0	Nelson	Roads		Clear and fine.
"	29	30·5	29·75	29·9	33	15	24·0	S.	6	6	10	Nelson	Roads		Rain and snow.
"	30	29·75	29·65	29·7	50	27	38·5		0	0	10	57–21		91·46	Clear and fine.
Oct.	1	29·75	29·65	29·67	42	35	38·5	NE.	2	2	0	57–21		91·46	Clear, a.m. Fog, p.m.
"	2	29·65	29·25	29·45	45	34	39·5	SSE.	2	2	10	57–17		91·30	Rain.
"	3	29·6	29·15	29·37	45	36	40·5	NW.	3	3	10	57–20		91·38	Rain.
"	4	30·15	29·6	29·87	39	31	35·0	NNW.	5	5	10	57–20		91·38	Snow.
"	5	30·15	30·15	30·17	43	28	35·5		0	0	0	57–20		91·38	Clear and fine.
"	6	30·0	30·0	30·15	37	28	34	SSW.	2	2	0	Nelson	Road		Clear and fine.
"	7	29·4	29·4	29·7	39	29	34	SSE.	6	6	10	Nelson	Roads		Snow squalls.
"	8	29·5	29·9	29·7	37	27	32	NW. by W.	7	7	10	57–14		91·56	Clear.
"	9	29·9	28·9	29·5	38	27	32·5	W.	6	6	8	"		"	Rain, a.m.
"	10	30·1	30·1	30·1	38	28	33·0	NE.	8	8	10	57–14		91·46	Snow.
"	11	28·9	28·65	28·77	32	30	31	SE. by E.	10	10	10	Nelson	Roads		Snow squalls, blizzard.
"	12	29·8	28·8	29·3	19	17	18	NW.	10	12	10	"	"	"	Heavy snowstorm.
"	13	29·95	29·8	29·87	32	12	22	NE.	3	3	6	"	"	"	Occasional snow. River ice.
"	14	29·85	29·55	29·6	37	9	23	SE.	10	10	10	"	"	"	Blizzard, sleet.
"	15	29·45	29·35	29·72	17	10	13·5	W.	10	10	10	"	"	"	Blizzard, sleet.
"	16	30·0	30·0	30·15	13	8	10·5	N.	4	4	0	"	"	"	Clear and fine.
"	17	30·35	29·8	30·02	25	10	17·5	S.	5	5	0	"	"	"	Clear and fine.
"	18	29·9	29·9	29·9	34	25	29·5	NW.	4	4	0	"	"	"	Clear and fine

METEOROLOGICAL OBSERVATIONS taken on Board C.G.S. *Acadia—Continued.*

Date.	Barometer.			Thermometer.			Wind.			Locality.		Remarks.
	Max.	Min.	Mean.	Max.	Min.	Mean.	Direction.	Force.	Clouds.	Lat.	Long.	
1913.												
" 19	29·9	29·85	29·87	25	10	17·5	NNW.	5	10	"	"	Clear and fine.
" 20	29·85	29·75	29·8	22	20	21	NNW.	6	10	58–50	89 30	Snow.
" 21	29.75	29·25	29·5	17	17	17	NNW.	3	0	61–12	84–55	Fine and clear. Encountered ice, p.m.
" 22	29·5	29·15	29·32	15	8	11·5	W.	7	10	62–20	82–03	Fine haze with snow, p.m. In ice field.
" 23	29·7	29·5	29·6	23	9	16	SSW.	2	0	62–25	81–40	Fine, a.m., and hazy, p.m.
" 24	29·75	29·6	29·67	25	15	20	NNW.	2	0	62–07	80–02	Fine. In heavy ice all day.
" 25	30·0	29·75	29·87	17	8	12·5	NE.	2	0	62–15	80–02	Fine. In heavy ice all day.
" 26	30·1	29·95	30·02	15	4	9·5	NE.	3	10	62–30	73–30	Snow flurries. Closely packed ice, p.m.
" 27	30·1	29·75	29·92	19	18	18·5	NE. by E.	4	10	62–05	69–50	Snow. Passed occasional iceberg.
" 28	29·9	29·7	29·8	25	18	21·5	NNW.	4	6	60–24	64–52	Snow, a.m. At Port Burwell.
" 29	29·9	29·7	29·8	39	20	29·5	S.	2	0	60–04	63 05	Clear. Passed several icebergs
" 30	29·7	29·45	29·57	30	26	28	N.	8	0	56–13	58–23	Fine and clear.
" 31	29.75	29·35	29·55	37	28	32·5	NW.	8	0	52–00	55–43	Clear.
Nov. 1	29·6	29·1	29·35	32	29	30·5	SW.	10	10	48–43	59–30	Blizzard with sleet.
" 2	29·9	29·3	29·6	33	21	27	NW.	10	10	48–40	60–03	Blizzard with snow.
" 3	30·2	29·9	30·05	40	30	35	NW.	4	0	45–19	60–55	Canso, N.S.
" 4	30·1	29·65	29·87	57	35	46	SW.	3	2	44–00	59–20	Off Sable Island.
" 5	29.75	29.62	29.68	39	32	35·5	N.	8	5	44–39	63–35	Arrived at Halifax, noon. Very stormy during the night, but a clear day.


Southampton I.
Salisbury I.
Nottingham I.
BAFFIN I.
HUDSON STRAIT
Coats I.
Mansel I.
HUDSON BAY
UNGAVA BAY
JAMES BAY
Port Churchill
Port Nelson
Explanation of Signs
Ships track
Light ice
Heavy ice
HUDSON BAY AND STRAIT
Showing the path followed and the ice encountered by the D.S.S. Acadia during her trip to Port Nelson 1914
Captain E. Anderson
Hudson Bay Route

95°
90°
85°
80°
75°
70°
65°
64°
63°
62°
61°
60°
59°
58°
57°
56°
55°
54°
Southampton I.
Salisbury I.
Nottingham I.
BAFFIN I
Coats I.
Mansel I.
Erik Cove
Eagle Islands
HUDSON STRAIT
Port Burwell
Chidley
HUDSON BAY
UNGAVA BAY
JAMES BAY
HUDSON BAY AND STRAIT
Showing the path followed by the HMS Arvida during her return trip from Port Nelson 1913
Captain F Anderson
Officer in command
under the orders of
Honourable J D Hazen Minister of the Naval Service of Canada
G J Desbarats Deputy Minister
Explanation of Signs
Ship
Light
Harbour
Longitude West from Greenwich
W J Stewart Chief Hydrographer

APPENDIX II.

WATER LEVELS OF THE "GREAT LAKES" FOR 1913, reduced to United States Standard datum or Mean Sea-level at New York.

		Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Mean.
		Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
Lake Superior.	Port Arthur.....	...	.....	.....	.....	5th 602·10	602·38	602·57	602·69	602·78	602·92	602·77	15th 602·67	602·61
St. Mary's River..	Above locks.	601·24	601·04	600·80	601·00	601·51	601·87	602·17	602·36	602·17	602·42	602·31	602·16	601·75
	Below locks	581·51	8 dys. 582·22	582·19	581·97	581·99	582·21	582·42	582·50	582·34	582·18	581·96	581·70	582·10
Lake Huron..	Goderich..	...	.....	.....	.....	8th. 580·99	581·15	581·27	581·14	580·81	580·67	580·48	26th. 580·39	580·86
Detroit River....	Isle Aux Peches.....	574·80	12 dys 574·14	19 dys 574·06	575·95	575·93	575·92	575·85	575·85	575·24	574·93	574·74	574·56	575·15
	Fighting Island...	574·16	573·87	573·98	575·38	575·43	575·39	575·28	575·05	574·47	574·30	574·07	573·87	574·60
Lake Erie...	Port Colborne	572·31	572·56	572·25	573·65	573·63	573·57	573·42	572·97	572·50	572·31	572·24	572·16	572·80
Lake Ontario....	Port Dalhousie	.....	.....	.....	.....	9th. 247·97	248·01	247·76	247·32	246·76	246·24	246·07	27th. 245·93	247·01
	Kingston.....	246·35	46·572	246·55	247·58	247·87	247·95	247·77	247·25	246·65	246·18	246·04	245·83	246·88

APPENDIX III.

Descriptions of Bench-marks Established by Automatic Gauges, and Elevations Determined by Water Transfers.

Location.	Description.	Mean Elevation.
	Lake Superior.	Feet.
Port Arthur, Ontario.	Port Arthur Bench-mark is the top of a steel rivet set vertically into foundation stone, first course above ground, situated at SW. corner of C.P.R. freight office on Arthur Street, Trans. 1907-13 (inc.)	616·15
	Lake Huron.	
Goderich, Ontario.	Goderich Bench-mark is top of steel rivet set vertically in cement foundation SE. corner of chimney of Goderich Water Works pump-house; south side of harbour, Trans. 1910–13 (inc.)	588·574
	Georgian Bay.	
Collingwood, Ontario.	Collingwood Bench-mark No. 668½ is top of a steel rivet set vertically in top of plinth course NW. corner of Collingwood Ship Building Co.'s pump-house, Trans. 1906-11 (inc.)	587·852
French River, Ontario.	French River Bench-mark No. 26 is top of iron ring-bolt set in solid rock about 250 feet SW. of Ontario Lumber Co's wharf, Trans. 1906-07 (inc.)	591·585
	Lake Erie.	
Port Colborne, Ontario.	Port Colborne Bench-mark is top of a steel rivet set vertically in coping, N. side of W. abutment of Swing Bridge over S. entrance walls to guard lock of Welland canal, Trans. 1911-13 (inc.)	584·080
Port Stanley, Ontario.	Port Stanley Bench-mark is top of steel rivet set vertically in top course of stone abutment on the N. side and at E. end of steel bridge over Kettle creek, Trans. 1908-11 (inc.)	586·998
	Lake Ontario.	
Kingston, Ontario.	Kingston Bench-mark is top of steel rivet set vertically in top plinth course SW. corner of pump-house at Kingston Dry Dock, Trans. 1909-13 (inc.)	252·721
Brighton, Ontario.	Brighton Bench-mark is top of steel rivet set vertically in a bastard marble rock about 1,000 feet NW. of Brighton wharf, and about 400 feet from the shore; Letters B.M. cut in rock, Trans. 1908-09 (inc.)	256·572
Toronto, Ontario.	Toronto Bench-mark No. 646½ is top of steel rivet set vertically in top of coping stone on SE. corner of large arched portal of Garrison Creek sewer about 800 feet N. of W. end of Queen's wharf, Trans. 1906-09 (inc.)	254·210

Elevations refer to United States standard datum or mean sea-level at New York.

APPENDIX IV.

Bench-marks Established by Automatic Gauges, and Elevations Determined by Water Transfer.

Year.	Lake Ontario.			Lake Erie.			Lake Huron.		Georgian Bay.				Lake Superior
	Kingston B.M.	Brighton B.M. mcxcviii.	Toronto B.M. No. 646½.	Port Stanley B.M.	Port Colborne B.M.		Goderich B.M.		Collingwood B.M. No. 668½.		French River B.M. Peter's No. 26.		Port Arthur B.M.
	Trans. from Tibbett's Pte.			Cleveland.	Buffalo.	Cleveland.	Harbour Beach.	Mackinaw.	Harbour Beach.	Mackinaw.	Harbour Beach.	Mackinaw.	Marquette.
	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
1906			254·361						587·903	587·856	591·629	591·631	
1907			254·202						587·801	587·781	591·552	591·529	616·148
1908		256·649	254·173	587·011					587·852	587·886			616·119
1909	252·683	256·495	254·105	586·941					587·873	587·833			616·127
1910	252·782			586·923			588·542	588·529	587·875	587·852			616·143
1911	252·731			587·117	584·592	584·516	588·562	588·565	587·864	587·842			616·112
1912	252·690				584·734	584·744	588·599	588·609					616·119
1913	252·718				584·704	584·790	588·595	588·585					616·203
Mean	252·721	256·572	254·210	586·998	584·680		588·574		587·852		591·585		616·150

Elevations refer to United States standard datum or mean sea-level at New York.

APPENDIX V.

Comparisons of Canadian and United States Water Surface Elevations of Great Lakes, 1906-13.

Lake Superior.

Year.	Period of Occupation.	Mean during period of Operation.		Ports of Comparison.
		Canadian.	U. States.	
		Feet.	Feet.	
1907	June 16—Nov. 13, inc.	602·92	602·93	
1908	May 25—Nov. 7 "	602·61	602·63	Port Arthur, and
1909	May 8—Nov. 92 "	602·16	602·16	
1910	Apr. 12—Nov. 11 "	601·85	601·86	Marquette, Mich.
1911	May 12—Nov. 7 "	601·76	601·76	
1912	May 6—Nov. 26 "	602·34	602·39	
1913	May 5—Dec. 15 "	602·61	602·68	
	Mean during operation	602·32	602·34	

Lake Huron.

1906	May 17—Nov. 27 inc.	581·15	581·14	Collingwood and Harbour Beach, Mich.
1907	May 22—Nov. 28 "	581·30	581·31	
1908	May 23—Oct. 31 "	581·43	581·43	
1909	May 1—Nov. 22 "	580·76	580·76	
1910	Apr. 11—Nov. 21 "	580·24	580·25	
1911	May 20—Nov. 17 "	579·75	579·73	
1906	July 1—Nov. 17 "	581·10	581·10	Collingwood and Mackinaw, Mich.
1907	May 22—Nov. 28 "	581·30	581·29	
1908	May 23—Oct. 31 "	581·43	581·48	
1909	May 1—Nov. 22 "	580·76	580·71	
1910	Apr. 11—Nov. 21 "	580·34	580·21	
1911	May 20—Nov. 17 "	579·75	579·74	
1906	Sept. 1—Nov. 21 "	580·82	580·88	French River and Harbour Beach, Mich
1907	May 14—Nov. 28 "	581.30	581·31	
1906	Sept. 1—Nov. 21 "	580·82	580·88	French River and Mackinaw, Mich.
1907	May 14—Nov. 28 "	581·30	581·29	
1910	May 28—Nov. 17 "	580·30	580·24	Goderich and Harbour Beach, Mich.
1911	May 23—Nov. 15 "	579·74	579·74	
1912	May 11—Dec. 15 "	580·38	580·43	
1913	May 8—Dec. 26 "	580·86	580·89	
1910	May 28—Nov. 17 "	580·30	580·24	
1911	May 23—Nov. 15 "	579·74	579·74	
1912	May 11—Dec. 15 "	580·38	580·43	Goderich and Mackinaw, Mich.
1913	May 11—Dec. 24 "	580·86	580·88	
	Mean during operation	580·67	580·67	

Elevations refer to United States standard or mean sea-level at New York.

Comparisons of Canadian and United States Water Surface Elevations of Great Lakes, 1906-13—*Concluded.*

Lake Erie.

Year.	Period of Operation.	Mean during period of Operation.		Ports of Comparison.
		Canadian.	U. States.	
		Feet.	Feet.	
1911	Aug. 1—Dec. 31 inc.	571·52	571·52	Port Colborne and Buffalo, N.Y.
1912	Jan. 1—Dec. 31 "	571·85	572·04	
1913	Jan. 1—Dec. 31 "	572·80	572·86	
1911	Aug. 1—Dec. 31 "	571·52	571·44	Port Colborne and Cleveland, Ohio.
1912	Jan. 1—Dec. 31 "	571·85	572·02	
1913	Jan. 1—Dec. 31 "	572·80	572·95	
1908	July 6—Nov. 12 "	572·67	572·66	Port Stanley and Cleveland, Ohio.
1909	Apr. 17—Nov. 10 "	572·49	572·49	
1910	Apr. 9—Sept. 30 "	572·33	572·27	
1911	May 19—Nov. 10 "	571·66	571·65	
	Mean during operation.	572·15	572·19	

Lake Ontario.

1907	June 1—Nov. 30 inc.	246·55	246·56	Toronto and Tibbett's Pte., N.Y.
1908	May 15—Nov. 15 "	247·45	247·69	
1909	April 14—Nov. 21 "	246·33	246·32	
1908	May 13—Nov. 17 "	247·56	247·69	Brighton and Tibbett's Pte., N.Y.
1909	April 13—Nov. 23 "	246·34	246·32	
1909	April 11—Dec. 30 "	246·22	246·19	Kingston and Tibbett's Pte., N.Y.
1910	April 5—Dec. 31 "	245·78	245·77	
1911	Jan. 1—Dec. 31 "	244·97	244·96	
1912	Jan. 1—Dec. 31 "	246·03	245·99	
1913	Jan. 1—Dec. 31 "	246·88	246·88	
1910	May 21—Nov. 20 "	245·91	245·90	Port Dalhousie and Tibbett's Pte. N.Y.
1911	May 19—Nov. 16 "	245·08	245·02	
1912	May 11—Nov. 17 "	246·58	246·52	
1913	May 9—Dec. 27 "	247·01	246·91	
	Mean during operation.	246·33	246·34	

Elevations refer to United States standard datum or mean sea-level at New York.

APPENDIX VI.

DAILY MEAN ELEVATIONS of Lower St. Lawrence at Montreal, Que., Year 1913. Elevations refer to mean sea-level at New York, which is 6·13 above Steckel's datum.

Days.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
1		25·31	22·76	21·99	21·46	20·95		
2		25·32	22·85	22·02	21·51	21·39		22·08
3		25·18	22·83	22·00	21·53	21·48		22·08
4		25·15	22·73	22·22	21·67	21·39		22·08
5		24·92	22·75	22·12	21·49	21·18		22·09
6		24·74	22·63*	22·01	21·29	21·08		22·10
7		24·76*	22·72	22·04	21·12	20·99		
8		24·65	22·80	21·89	21·21*	20·83		
9		24·53	22·69	21·72	21·26	20·72		
10		24·28	22·76	21·81*	21·06	20·72		
11		24·07	22·72	21·79	20·97	20·50		
12		24·28*	22·56	21·65	20·94			
13		24·13	22·40	21·56	20·93			
14		24·16	22·43*	21·57	20·90			
15		23·97*	22·58*	21·52	20·89			
16		23·91	22·55	21·47	20·89			
17		24·02	22·49	21·51	20·83	20·86		
18		23·93*	22·51	21·64	21·12	20·76		
19		23·78	22·53	21·68	21·10	20·72		
20		23·69*	22·51	21·45	20·96	21·15		
21		23·70	22·54	21·29	20·78	20·67		
22		23·59	22·45	21·19	20·98	20·97		
23		23·53	22·39	21·29	21·01	20·95		
24		23·47	22·37	21·33	20·96	21·11		
25		23·53*	22·39	21·37	20·86	21·45		
26		23·36	22·17	21·31	20·80	22·05		
27		23·27	22·05	21·41*	20·89	21·87		
28		23·24	22·06	21·45	20·72	22·01		
29	25·59	23·03	22·13	21·31	20·82	22·13		
30	25·56	22·82	22·14	21·33	21·04	22·44		
31	25·55		22·14	21·39		22·37		
Mean	25·57	24·08	22·50	21·62	21·07	21·26		

APPENDIX VII.

DAILY MEAN ELEVATIONS of Lower St. Lawrence at Longue Pointe, Que., Year 1913. Elevations refer to mean sea-level at New York, which is 6·13 above Steckel's datum.

Days.	May	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
1	25·41*	23·20	20·55	19·84	19·34	19·82	20·05	20·22
2	25·43	23·17	20·61	19·87	19·40	19·42*	20·08	20·30
3	25·62	23·02	20·60	19·86	19·43	19·51	19·95	20·29
4	25·68	23·04	20·52	20·07	19·59	19·43	19·86	20·23
5	25·64	22·81	20·55	19·99	19·45	19·22	19·81	20·25
6	25·71	22·63	20·45	19·88	19·27	19·09	19·51	20·32*
7	25·94	22·64	20·52	19·92	19·09	18·96	19·42	
8	25·85	22·56	20·61	19·78	19·10	18·79	19·32	
9	25·71	22·41	20·52	19·60	19·15	18·66	19·44	
10	25·71	22·15	20·57	19·70	18·96	18·64	19·33	
11	25·47	21·88	20·54	19·64	18·87	18·45	19·57	
12	25·19	22·10	20·40	19·50	18·83	18·47	19·81	
13	25·00	21·93	20·23	19·41	18·83	18·60	19·82	
14	24·81	21·95	20·25	19·42	18·81	18·78	19·87	
15	24·51	21·82	20·37	19·37	18·78	18·90	19·88	
16	24·27	21·69	20·38	19·33	18·79	18·97	19·82	
17	24·08	21·81	20·33	19·38	18·75	18·88	19·70	
18	23·76	21·73	20·36	19·48	19·01	18·82	19·73	
19	23·79	21·60	20·41	19·55	19·02	18·74	19·92	
20	23·75	21·51	20·40	19·38	18·90	19·24	20·12*	
21	23·60	21·53	20·40	19·23	18·76	18·64	20·28	
22	23·52	21·43	20·32	19·11	18·91	18·98	20·24	
23	23·51	21·34	20·24	19·18	18·90	18·98	20·07	
24	23·46	21·27	20·21	19·21	18·83	19·09	20·29	
25	23·32	21·37	20·22	19·23	18·73	19·50*	20·38	
26	23·17	21·17	20·01	19·18*	18·70	20·12	20·44	
27	22·99	21·07	19·89	19·26*	18·77	19·97	20·53	
28	22·98	21·02	19·87	19·28	18·60	20·12	20·45	
29	23·33	20·81	19·94	19·17	18·70	20·22	20·34	
30	23·42	20·61	19·94	19·19	18·95	20·53	20·31	
31	23·42		19·97	19·28		20·47		
Mean	24·45	21·91	20·33	19·49	18·97	19·20	19·94	20·27

Daily means marked thus * are incomplete.

APPENDIX VIII.

DAILY MEAN ELEVATIONS of Lower St. Lawrence at Varennes, Que., Year 1913. Elevations refer to mean sea-level at New York, which is 6·13 above Steckel's datum.

Days.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
1		22·03	19·16	18·38*	17·88	17·52	18·77	19·00
2		21·98	19·22	18·42	17·95	18·01	18·77	19·03
3		21·82	19·21	18·44	18·00	18·20	18·64	19·00
4		21·84	19·12	18·66	18·18	18·13	18·50	18·93
5		21·61	19·19	18·59	18·06	17·89	18·44	18·94
6		21·43	19·09*	18·47*	17·88	17·70	18·12	18·99*
7		21·41	19·15	18·51*	17·67	17·54	18·04	
8		21·34	19·26	18·38	17·62	17·33	17·96	
9	24·68*	21·17	19·18	18·16*	17·65	17·17	18·09	
10	24·62	20·90	19·19*		17·47	17·16	18·02	
11	24·41	20·59	19·16		17·38	16·99	18·20	
12	24·10	20·81	19·04	17·98*	17·35	16·96	18·40	
13	23·80	20·63	18·81*	17·93	17·32	17·09	18·46	
14	23·66	20·65	18·80	17·93	17·30	17·28	18·51	
15	23·37	20·52	18·92*	17·88	17·28	17·48	18·54	
16	23·12	20·39		17·82*	17·29	17·59	18·50	
17	22·95	20·49		17·91	17·25	17·52	18·36	
18	22·62	20·42		18·02	17·52	17·49	18·37	
19	22·61	20·29		18·10	17·57	17·36	18·58	
20	22·56	20·22		17·92*	17·48	17·96	18·81	
21	22·42	20·24		17·78	17·36	17·23	18·94	
22	22·38	20·13		17·64	17·46	17·55	18·92	
23	22·37	20·03		17·65	17·40	17·54*	18·73	
24	22·28*	19·95		17·68	17·34	17·68	18·94	
25	22·13	20·06		17·67	17·24	18·02	19·04	
26	21·97	19·85		17·64	17·14	18·82	19·11	
27	21·79	19·72		17·71	17·24	18·71	19·24*	
28	21·77	19·66	18·45	17·76	17·31*	18·88	19·23	
29	22·09	19·45	18·44	17·68	17·21*	18·98	19·13	
30	22·22	19·21	18·45*	17·68	17·47	19·30	19·12*	
31	22·24		18·49	17·80		19·22*		
Mean	22·88	20·63	18·96	18·01	17·51	17·82	18·62	18·98

Daily means marked thus * are incomplete.

APPENDIX IX.

DAILY MEAN ELEVATIONS of Lower St. Lawrence at Verchères, Que., Year 1913. Elevations refer to mean sea-level at New York, which is 6·13 above Steckel's datum.

Days.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
1		20·46	17·47	16·73	16·28	16·00	17·24	17·41
2		20·39	17·52	16·78	16·38	16·46	17·21	17·42
3		20·23	17·52	16·84	16·44	16·69*	17·05	17·37
4		20·27	17·45	17·07	16·62	16·66	16·88	17·27
5		20·07	17·56	17·00	16·50	16·42	16·81	17·29
6		19·89	17·51	16·89	16·35	16·18	16·45	
7		19·87	17·53	16·92	16·12	15·97	16·34	
8		19·80	17·64	16·79	16·02	15·77	16·29	....
9		19·62	17·59	16·56	16·05	15·59	16·46	....
10		19·34	17·58	16·59	15·85	15·58	16·47	....
11		18·99	17·54	16·51	15·79	15·48	16·56	....
12		19·20	17·40	16·39	15·75	15·42	16·72	....
13		19·02	17·15	16·31	15·72	15·55	16·82	....
14		19·02	17·11	16·31	15·70	15·78	16·87	....
15	21·69*	18·92	17·27	16·26	15·69	16·01	16·92	....
16	21·53	18·76	17·32	16·20	15·69	16·16	16·89	....
17	21·40	18·86	17·30	16·30	15·68	16·08	16·72	....
18	21·09	18·81	17·35	16·41	15·93	16·10	16·71	....
19	21·04	18·70	17·41	16·50	15·99	15·93	16·93	
20	20·98	18·61	17·42	16·36	15·94	16·54	17·15	
21	20·86	18·63	17·41	16·19	15·86	15·77	17·27	.....
22	20·83	18·52	17·30	16·04	15·91	15·96	17·27	....
23	20·80	18·39	17·21	16·06	15·82	16·03	17·08	....
24	20·74	18·29	17·14	16·07	15·73	16·05	17·28	....
25	20·57	18·40	17·15	16·03	15·65	16·36	17·39	....
26	20·37	18·21	16·91	16·01	15·55	17·18	17·48	....
27	20·19	18·05	16·77	16·08	15·64	17·14	17·65	
28	20·14	17·98	16·72	17·13	15·50	17·33	17·71	....
29	20·44	17·76	16·77	16·08	15·55	17·45	17·59	....
30	20·59	17·53	16·79	16·08	15·92	17·77	17·56	....
31	20·65		16·83	16·18		17·73		
Mean	20·82	19·02	17·28	16·41	15·92	16·29	16·99	17·35

Means marked thus * are incomplete.

APPENDIX X.

DAILY MEAN ELEVATIONS of Lower St. Lawrence at Lanoraie, Que., Year 1913. Elevations refer to mean sea-level at New York, which is 6·13 above Steckel's datum.

Days.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
1	.....	18·62	15·53	14·86	14·47	.....	15·48	15·62
2	.....	18·51	15·57	14·92	14·58	.....	15·38	15·58
3	.....	18·36	15·59	15·02	15·66	.....	15·23	15·47*
4	.....	18·41	15·54	15·24	14·85	15·02	15·01	.....
5	.....	18·25	15·68	15·24	14·77	14·80	14·89	.....
6	.....	18·09	15·70	15·13	14·60	14·46	14·51	.....
7	.....	18·01	15·71	15·14	14·36	14·18	14·41	.....
8	.....	17·97	15·79	15·03	14·15	13·90	14·40	.....
9	.....	17·76	15·77	14·76	14·12	13·69	14·58	.....
10	.....	17·46	15·74	14·70	13·94	13·66	14·67	.....
11	.....	17·10	15·66	14·60	13·84	13·62	14·65	.....
12	.....	17·25	15·54	14·48	13·84	13·55	14·73	.....
13	.....	17·08	15·30*	14·39	13·82	13·64	14·90	.....
14	.....	17·05	15·24	14·39	13·80	13·88	14·99	.....
15	.....	16·97	15·40	14·36	13·81	14·20	15·06	.....
16	.....	16·84	15·47	14·32	13·81	14·44	15·07	.....
17	.....	16·88	15·48	14·46	13·82	14·40	14·92	.....
18	19·11*	16·88	15·55	14·56	14·05	14·47	14·81	.....
19	19·13	15·79	15·62	14·64	14·17	14·26	15·00	.....
20	19·06	16·69	15·64	14·51	14·13	14·73	15·22	.....
21	18·95	16·71	15·61	14·38	14·09	.....	15·31	.....
22	18·94	16·58	15·49	14·26	14·12	14·05*	15·34	.....
23	18·92	16·45	15·37	14·21	13·98	14·13	15·12	.....
24	18·87	16·33	15·27	14·13	13·83	14·13	15·35	.....
25	18·70	16·43	15·24	14·03	13·71	14·38	15·47	.....
26	18·49	16·25	15·01	14·03	13·65	15·20	15·59	.....
27	18·28	16·09	14·83	14·10	13·70	15·35	15·87	.....
28	18·18	15·98	14·77	14·14	13·63	15·56	15·96	.....
29	18·42	15·76	14·77	14·17	13·57	15·73	15·85	.....
30	18·62	15·56	14·80	14·21	13·90	16·04	15·80	.....
31	18·72	.....	14·88	14·36	.....	16·04	.....	.....
Mean	18·74	17·10	15·41	14·54	14·06	14·50	15·12	15·56

Means marked thus * are incomplete.

APPENDIX XI.

DAILY MEAN ELEVATIONS of Lower St. Lawrence at Sorel, Que., Year 1913. Elevations refer to mean sea-level at New York, which is 6·13 above Steckel's datum.

Days.	April.	May.	June.	July.	Aug.	Sept.	Oct.	Nov.	Dec.
	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.	Feet.
1		20·87	18·16	15·15	14·49	14·17	14·00	15·15	15·24
2		20·82	18·05	15·20	14·58	14·30	14·47	15·03	15·25*
3		20·84*	17·91	15·23	14·69	14·38	14·84	14·89	
4		20·85	17·96	15·19	14·89	14·54	14·79	14·67	
5		20·78	17·82*	15·32	14·91	14·47	14·49	14·51	
6		20·76	17·67	15·40*	14·81	14·32	14·19	14·15	
7		20·85	17·60	15·36	14·79	14·08	13·90	14·02	
8		20·84	17·55	15·42	14·69	13·85	13·61	14·02	
9		20·72	17·35	15·39	14·43	13·79	13·38	14·20	
10		20·63*	17·05	15·37	14·33	13·63	13·36	14·36	
11		20·46	16·70	15·28	14·24	13·55	13·38	14·29	
12		20·16	16·81	15·17	14·13	13·53*	13·29	14·34	
13		19·82	16·66	14·95	14·03	13·51	13·38	14·51	
14		19·55	16·61	14·88	14·03	13·51	13·61	14·61	
15		19·28	16·53	15·03	14·02	13·52	13·95	14·69	
16		19·05	16·43	15·11	14·00	13·50	14·19	14·70*	
17		18·96	16·46	15·12	14·12	13·52	14·16	14·54	
18		18·74	16·46	15·19	14·23	13·74	14·23	14·44	
19		18·63	16·38	15·26	14·30	13·86	14·04	14·63	
20		18·54	16·30	15·29	14·18	13·84	14·56	14·83	
21		18·43	16·32	15·25	14·06	13·81	13·86	14·91	
22		18·44	16·19	15·14	13·93	13·84	13·74	14·93	
23		18·44*	16·05	15·01	13·89	13·69	13·80	14·71	
24		18·39	15·92	14·90	13·82	13·52	13·80	14·93	
25		18·22	16·01	14·87	13·70	13·41	14·01	15·05	
26	19·94*	18·01	15·83	14·66	13·68	13·34*	14·83	15·19	
27	20·07	17·79	15·66	14·45	13·73		14·99	15·49	
28	20·33	17·68	15·56	14·39	13·79	13·28*	15·19	15·58	
29	20·73	17·89	15·36	14·40	13·82	13·36	15·39	15·47	
30	20·84	18·12	15·17	14·42	13·90	13·78	15·70*	15·42	
31		18·24		14·49	14·04		15·64*		
Mean	20·38	19·38	16·68	15·04	14·20	13·78	14·22	14·74	15·25

ANNUAL REPORT OF RADIOTELEGRAPH BRANCH, 1913-14.

June 15, 1914.

The Deputy Minister,
Department of the Naval Service,
Ottawa.

SIR,—I have the honour to present herewith the annual report of the Radiotelegraph Branch for the fiscal year ended March 31, 1914.

There has been an increase of forty-six in the number of radiotelegraph stations established in Canada and on Canadian ships during the year, as follows:—

Government commercial stations	1
Coast stations	5
Government ship stations	5
Licensed ship stations	14
Licensed commercial stations	2
Licensed amateur and experimental stations	19

The total number of stations now in operation is as follows:—

	1912–13.	1913–14.	Increase.
Government commercial stations		1	1
Coast Stations	37	42	5
Government ship stations	16	21	5
Licensed ship stations	36	50	14
Licensed commercial stations	6	8	2
Licensed amateur and experimental stations	28	47	19
	123	169	46

SESSIONAL PAPER No. 38

The following list shows the location of the land and coast stations in operation in Canada, their ranges, call signals, and by whom they are owned and operated:—

Coast Stations for Communication with Ships

Name.	Where Situated.	Owned by.	Operated by.	Range in nautical miles.	Call Signal.
East Coast.					
Belle Isle, Nfld	Belle Isle Straits	Dominion Government	Marconi Wireless Tel. Co. of Canada.	250	VCM
Pt. Amour, Nfld	" "	"	"	150	VCL
Pt. Riche, Nfld	Gulf of St. Lawrence	"	"	250	VCH
Harrington, P.Q	"	"	"	150	VCJ
Heath Pt., P.Q	Gulf of St. Lawrence (Anticosti Isld.)	"	"	250	VCI
Cape Ray, Nfld	Cabot Straits	"	"	350	VCR
Cape Race, Nfld	North Atlantic	"	"	400	VCE
Grindstone Island, P.Q	Gulf of St. Lawrence (Magdalen Isld.).	"	"	200	VCN
Fame Pt., P.Q	Gulf of St. Lawrence	"	"	250	VCG
Clarke City, P.Q	"	"	"	250	VCK
Father Pt., P.Q	River St. Lawrence	"	"	250	VCF
Grosse Isle, P.Q	"	"	"	100	VCD
Quebec, P.Q	"	"	"	150	VCC
Three Rivers, P.Q	"	"	"	150	VCB
Montreal, P.Q	"	"	"	200	VCA
Cape Sable, N.S	North Atlantic	"	"	250	VCU
Partridge Isld., St. John, N.B.	Entrance St. John Harbour., N.B.	"	"	250	VCV
Cape Bear, P.E.I	Northumberland Strait	"	"	150	VCP
Pictou, N.S	"	Marconi Wireless Tel. Co. of Canada.	"	100	VCQ
North Sydney, C.B	North Sydney, C.B	"	"	100	VCO
Camperdown, N.S	Entrance to Halifax Harbour.	"	"	250	VCS
Sable Island, N.S	North Atlantic	"	"	300	VCT
Halifax, N.S	Halifax Dockyard	Dominion Government	Department of The Naval Service.	100	VAA
Great Lakes.					
Port Arthur, Ont	Port Arthur, Ont	"	Marconi Wireless Tel. Co. of Canada.	350	VBA
Sault Ste. Marie, Ont	Sault Ste. Marie, Ont	"	"	350	VBB
Tobermory, Ont	Entrance Georgian Bay	"	"	350	VBD
Midland, Ont	Georgian Bay	"	"	350	VBC
Point Edward, Ont	Lake Huron	"	"	350	VBE
Port Burwell, Ont	Lake Erie	"	"	350	VBF
Toronto, Ont	Toronto Island, Ont	"	"	350	VBG
Kingston, Ont	Barriefield Common	"	"	350	VBH
West Coast.					
Gonzales Hill, B.C. (Victoria)	Victoria, B.C	"	Department of Naval Service.	250	VAK
Pt. Grey, B.C., (Vancouver)	Entrance Vancouver Harbour.	"	"	150	VAB
Cape Lazo, B.C	Strait Georgia, near Comox, B.C.	"	"	350	VAC
Pachena Pt., B.C	West Coast Vancouver Isld.	"	"	500	VAD
Estevan Pt., B.C	"	"	"	500	VAE
Triangle Isld., B.C	South of Hecate Str.	"	"	450	VAG
Ikeda Head, B.C	South of Moresby Island, Q.C.I.	"	"	250	VAI

COAST STATIONS for Communication with Ships—*Concluded.*

Name.	Where Situated.	Owned by.	Operated by.	Range in nautical miles.	Call Signal.
West Coast.					
Dead Tree Pt., B.C.	South of Graham Isld., Q.C.I.	" ..	" ..	200	VAH
Digby Island, B.C., Prince Rupert.	Digby Isld., Entrance Prince Rupert Har.	" ..	" ..	250	VAJ
Alert Bay, B.C.	Cormorant Isld., B.C.	" ..	" ..	350	VAF
Hudson Bay.					
Port Nelson	Hudson Bay	" ..	" ..	750	VBN
Le Pas, Man.	For communication with Port Nelson only.	" ..	" ..	750	VBM

LICENSED Commercial Stations.

Name.	Where Situated.	Owned by.	Operated by.	Range in nautical miles.	Call Signal.
Glace Bay, C.B.	Near Glace Bay, C.B.	Marconi Wireless Tel. Co. Canada.	Marconi Wireless Tel. Co Canada.	3,000	GB
Louisburg, C.B.	Cape Breton	" ..	" ..	Reception only.	
Bowen Island, B.C.	Bowen Island, B.C.	Canadian			
	Strait of Georgia	Explosives Co	Owners	30	CB
Ocean Falls, B.C.	Ocean Falls, B.C.	Ocean Falls, Co.	"	150	CF
Powell River, B.C.	Powell River, B.C.	Powell River Co.	" ..	30	CH
Toronto, Ont.	Toronto, Ont.	Goodyear Tyre and Rubber Co.	" ..	50	CC
Bowmanville, Ont.	Bowmanville, Ont.	" ..	" ..	50	CF
Toronto, Ont.	Toronto, Ont.	J. C. Eaton	" ..	300	CA

Licensed Experimental and Amateur Stations.

Name.	Address.	Call Signal.
Cuthbert, David	Bamfield, B.C	Reception only.
O'Hanley, Chas. John	Yarmouth, N.S	XAK
Fowler, W. D	Montreal, P.Q	XAM
Barnes, George H	Meighs Corners, P.Q	XAS
Gray, Wm. H	North Vancouver, B.C	XAV
Hum, Jack Oak	St. John, N.B	XBB
Jackson, W. F	Victoria, B.C	XAZ
Jeune, H. H	Victoria, B.C	XAW
McCall, James D	Montreal, P.Q	XBD
Rogers, K. S	Charlottetown, P.E.I	XAR
Thompson, Trevor C	Montreal, P.Q	XBE
Stewart, A. T	Victoria, B.C	XBH
Pierce, W. A	Victoria, B.C	XAY
Marshall, E	Vancouver, B.C	XBI
Restall, B. A. B	Victoria, B.C	XBJ
Barnsley, Jack	Victoria, B.C	XBK
Kirby, K. C	Victoria, B.C	XBL
Gosnell, G. D	Victoria, B.C	XBM
Natalie, Brother	Three Rivers, P.Q	XBN
Allen, Creagh	Victoria, B.C	XBO
Robitaille, H. G	Verdun, Montreal, P.Q	XBP
Langley, A. R	Victoria, B.C	Reception only.
Elliot, S	Victoria, B.C	XBQ
Marshall, A. L	Victoria, B.C	Reception only
Telmosse, J. G	Shawinigan Falls, P.Q	"
Renouf, R. J	Victoria, B.C	XBR
Logan, C. P	St. John, N.B	XBS
Ecole Polytechnique	Montreal, P.Q	XBT
Phelps, F. W	Chatham, Ont	XBU
Gray, J. R	Victoria, B.C	XBV
Giroux, A. W	Montreal, P.Q	XBW
Scott, J. B	Montreal, P.Q	XBX
Navaret, Brother	Hull, P.Q	XBY
Murphy, N	Three Rivers, P.Q	XBZ
Crowell, G. D	Sydney, N.S	XCA
Johns, Clarence	Victoria, B.C	XCB
Vaughan, H. P	Montreal, P.Q	XCC
Folger, H. P	Kingston, Ont	XCD
Sylvestre, A. L	Montreal, P.Q	XCE
Meerbergen, Gabriel	Shawinigan Falls, P.Q	XCF
Beique, H. A	Shawinigan Falls, P.Q	XCG
Darling, C	Westmount, Montreal	XCH
Tuckett, C. P	Guelph, Ont	XCI
Reading, H	Halifax, N.S	XCJ
Owens, W. Earl	Westmount, Montreal	XCK
Thomas, G. D	Toronto, Ont	XCL
Thomas, A. M	Toronto, Ont	XCM

The following list shows the vessels of Canadian register which are equipped with radiotelegraph apparatus, their call signal and by whom they are owned and operated:—

LICENSED SHIP STATIONS.

Name of Ship.	Port of Registry.	Name of Owners.	Name of Company operating the Station.	Call Signal.
S.S. Assiniboia	Montreal, P.Q	Can. Pacific Railway	Marconi Wireless Tel. Co. of Can.	VGI
" Alberta	"	"	"	VFQ
" Athabaska	"	"	"	VGG
" Manitoba	"	"	"	VGH
" Keewatin	"	"	"	VGC
" Boston	Yarmouth, N.S.	"	"	VFS
" Hamonic	Collingwood, Ont.	Northern Nav. Co.	"	VGD
" Huronic	"	"	"	VGE
" Province	Port Arthur, Ont.	Great Lakes Towing & Wrecking Company	"	VFR
" Empire	"	"	"	VFP
" Salvor	Victoria, B.C.	B.C. Salvage Co.	Owners.	VFV
" Prince Rupert	Newcastle, C.B.	Grand Trunk Pac. Ry	"	GLS
" Prince George	"	"	"	GLR
" Prince Albert	Prince Rupert, B.C.	"	"	VFL
" Prince John	"	"	"	VFM
" Florence	Toronto, Ont.	T. Eaton	Marconi Wireless Tel. Co. of Canada.	VFT
" Princess Beatrice	Victoria, B.C.	Can. Pacific Railway	"	VFC
" Princess Charlotte	"	" "	"	VFE
" Princess May	Vancouver, B.C.	" "	"	VFH
" Princess Royal	Victoria, B.C.	" "	"	VFG
" Tees	"	" "	"	VFK
" Camosun	Vancouver, B.C.	Union Steamship Co.	Owners	VFZ
" Princess Adelaide	Victoria, B.C.	Can. Pacific Railway	Marconi Wireless Tel. Co. of Canada	VFA
" Princess Mary	"	" "	"	VFB
" Princess Alice	"	" "	"	VFD
" Princess Ena	"	" "	"	VFJ
" Princess Sophia	"	" "	"	VFI
" Saronic	Sarnia, Ont.	Northern Nav. Co.	"	VGF
" Lord Strathcona	Quebec, P.Q.	Quebec Salvage Co.	"	VFX
" A. W. Perry	Halifax, N.S.	Plant Line	"	VFW
" Aranmore	Glasgow	Holliday Bros.	"	VFY
" Royal Edward	Toronto, Ont.	Northern Nav. Co.	"	VGB
" Royal George	"	"	"	VGA
S.Y. Aquilo	Vancouver, B.C.	B. J. Rogers	Owners	VFU
S.S. St. Ignace	Port Arthur, Ont.	Great Lakes Towing and Wrecking Co.	Marconi Wireless Tel. Co. of Canada.	VGL
" Chelohsin	Vancouver, B.C.	Union Steamship Co.	Owners	VGN
" City of Sydney	Montreal, P.Q.	The N.Y. Nfld. Halifax Shipping Co.	Marconi Wireless Tel. Co. of Canada.	VFO
" Morwenna	Montreal, P.Q.	"	"	VFN
" Prince Arthur	Yarmouth, N.S.	Boston and Yarmouth S.S. Co.	"	VGJ
" Prince George	"	"	"	VGK
" Evangeline	Windsor, N.S.	Can. Atlantic & Plant Steamship Co.	"	VGO
" Halifax	Halifax, N.S.	"	"	VGP
" Robert Dollar	Victoria, B.C.	Dollar S.S. Lines	"	VGM
" Everett G. Griggs	"	Everett G. Griggs Co.	Owners	VGQ
" Douglas H. Thomas	Sydney, C.B.	Dom. Coal Co.	Marconi Wireless Tel. Co. of Canada	VGR
S.Y. Solgar	Toronto, Ont.	G. P. Grant	"	VGS
S.S. Princess Maquinna	Victoria, B.C.	Can. Pacific Railway	"	VGT
Car Ferry "Ontario No. 1"	Montreal, P.Q.	Ont. Car Ferry Co.	Radio Elec. Co.	VGU
S.S. Naronic	Port Arthur, Ont.	Northern Nav. Co.	Marconi Wireless Tel. Co. of Can.	VGW
" Seal	Windsor, N.S.	Halifax Trading & Sealing Co.	"	VGV

GOVERNMENT STEAMERS EQUIPPED WITH RADIOTELEGRAPH INSTALLATIONS.

Operated by the Department of the Naval Service.

Name.	Range.	Call Signal.
H.M.C.S. *Niobe*...	400 miles	VDA
" *Rainbow*...	250 "	VDB
C. G. S. *Canada*...	150 "	VDC
" *Acadia*...	200 "	VDT
" *Malaspina*...	200 "	VDU
" *Galiano*...	200 "	VDV

Operated by the Department of Marine and Fisheries.

Name.	Range.	Call Signal.
C. G. S. *Minto*...	150 miles.	VDD
" *Stanley*...	150 "	VDE
" *Lady Laurier*...	150 "	VDF
" *Aberdeen*...	100 "	VDG
" *Druid*...	100 "	VDH
" *Earl Grey*...	200 "	VDI
" *Montcalm*...	150 "	VDJ
" *Montmagny*...	200 "	VDK
" *Lady Grey*...	100 "	VDL
" *Quadra*...	100 "	VDM
" *Estevan*...	200 "	VDN
" *Dollard*...	150 "	VDO
" *Newington*...	100 "	VDP
" *Lurcher Lightship*...	100 "	VDR
" *Simcoe*...	100 "	VDS

INSPECTION OF STATIONS.

All the land, coast, and ship stations situated in the Dominion or under its jurisdiction have been inspected at least once during the year. We have not, however, owing to our somewhat limited staff, been able to devote as much attention to the "amateur experimental" class of stations as is desirable. On the whole, these latter stations have reasonably observed the regulations issued for their control, but there still remain a large number of them in both Toronto and Montreal operated without a license, and complaints reach us from time to time that the Montreal coast station is being interfered with. We hope, during the coming year, to be in a position to inspect and license such stations, and to compel the strict observance of the regulations. It is possible drastic action may be necessary in certain cases, and a prosecution made. The publicity which would ensue from such procedure should have a very beneficial effect on the amateur situation generally, and show that the department is in earnest in its efforts to enforce the law.

Under the revised regulations, every possible facility, compatible with non-interference with the regular commercial and coast station service, is given the operation of amateur stations.

LICENSED TRANSATLANTIC STATION AT NEWCASTLE, N.B.

An interesting development of the year was the application by the Universal Radio Syndicate of London, Eng., for a license to install and operate a transatlantic

station at Newcastle, N.B. Work has been commenced on the station, which it is anticipated will be placed in commission about the end of May, 1914.

The station will operate on the Poulsen (arc) system of radiotelegraphy, and is intended to communicate with a similar station now in course of erection at Ballybunion, Ireland.

The power plant of the Newcastle station consists of two 225-horsepower Deisel engines directly connected to two D.C. generators. The aerial is of the umbrella type, covering approximately 20 acres, supported by six 400-foot wooden towers and one 500-foot steel tower.

Under the agreement between the Government and the Universal Radio Syndicate (statutes 1913, chapter 52), the syndicate agrees that the rates on messages between Montreal and the United Kingdom shall not exceed the following:—

(*a*) Plain language messages, 8 cents per word.
(*b*) Code messages, 16 cents per word.
(*c*) Government messages, 5 cents per word.
(*d*) Press messages, 4 cents per word.

OPERATION OF THE COAST STATION SERVICES.

The coast station services have been maintained at the regular standard of efficiency throughout the year. The amount of business handled by the East Coast system (operated by the Marconi Wireless Telegraph Company of Canada, Limited, under contract), shows a decrease from last year's business, amounting to 8,238 messages, containing 261,266 words; this decrease is entirely due to the reduced amount of traffic handled by the Pictou and Cape Bear stations, which last year handled 26,182 messages against 4,700 messages this year, a decrease of 21,482; the large amount of traffic handled in 1912 is accounted for by breakdown of the cable connecting Prince Edward Island with the mainland during that winter, when for several months all the telegraph business between the island and the mainland was handled via the Pictou-Cape Bear radiotelegraph route until repairs were effected to the cable in 1913.

The Great Lakes system (also operated by the Marconi Wireless Telegraph Company of Canada, Limited, under contract) shows an increase of 6,851 messages containing 167,364 words. Four new stations have been placed in commission during the present year, viz., Point Edward on lake Huron, Port Burwell on lake Erie, and Toronto and Kingston on lake Ontario.

The West Coast system (operated directly by this department) shows a most gratifying increase of 41,860 messages containing 687,405 words, or 36 per cent on the amount of business handled last year, the number of stations in operation remaining the same.

It might be remarked that the ten stations on the west coast handled more business than the thirty stations on the east coast and Great Lakes put together, the exact figures being:—

West coast	157,354 messages.
East coast	155,206 "

COMPARATIVE STATEMENT of Business handled by the Coast Station Systems during the Last Five Years.

Service.	1909–10.		1910–11.		1911–12.		1912–13.		1913–14.		Comparison with 1912–13.		
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Increase or Decrease.	Messages.	Words.
East Coast	65,608	956,370	71,594	1,179,434	119,049	1,824,450	153,843	2,704,411	145,605	2,443,145	Decrease	8,238	261,266
Great Lakes	Nil.		Nil.		1,043	17,095	2,750	52,422	9,601	219,786	Increase	6,851	167,364
West Coast	18,469	265,414	48,074	647,461	76,158	997,900	115,494	1,518,926	157,354	2,206,331	Increase	41,860	687,405
Totals	84,077	1,221,784	119,668	1,826,895	196,250	2,839,445	272,087	4,275,759	312,560	4,869,262	Net Increase	40,473	593,503

REVENUE.

The revenue accruing to the department from tolls on messages handled by the different stations continues to show a steady increase, and as in the past practically the whole of it is derived from the West Coast system, operated directly by the department.

The East Coast and Great Lakes systems are operated by the Marconi Wireless Telegraph Company of Canada, Ltd., under contract, under which they retain all tolls collected, with the exception of those received at the Grindstone Island, Que., station, which all accrue to the Government, and a certain percentage of those collected at the eight stations on the Great Lakes.

The total revenue collected during the year amounts to $16,338.67, against $10,420.48 last year; an increase of $6,064.30 is shown by the West Coast, an increase of $10.47 by the Great Lakes, and a decrease of $156.58 by the East Coast.

The net increase over last year is $5,918.19, or 56·8 per cent.

The decrease on the East Coast is due to the Grindstone Island station, which this year handled 1,633 paid messages, against 2,625 last year.

TABLE No. 2.—Comparative Statement of Revenue Received by the Coast Station Services during the Past Five Years.

	1909–10.	1910–11.	1911–12.	1912–13.	1913–14.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
East Coast	Nil.	Nil.	229 57	475 00	318 42
Great Lakes	Nil.	Nil.	Nil.	17 08	27 55
West Coast	Nil.	3,108 63	4,484 77	9,928 40	15,992 70
Totals	Nil.	3,108 63	4,714 34	10,420 48	16,338 67

TABLE No. 3.—Detailed Statement of Business handled by the Ten Stations on the Pacific Coast Owned and Operated directly by this Department.

Name of Station.	Private business to and from Ships		Private business between Stations.		Business to and from Government Ships.		Government business between Stations.		Service Messages.		Retransmitted Messages.		Cost of Maintenance.	Revenue.
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.		
													$ cts.	$ cts.
Gonzales Hill (Victoria)	3,920	56,137	5,450	125,732	779	17,615	1,957	20,514	31,248	402,876	1,210	17,331	4,449 41	4,204 47
Pachena	205	2,981	72	998	46	922	30	661	2,914	23,157	10,198	158,423	4,390 73	114 39
Estevan	1,876	23,225	24	405	51	1,201	42	775	4,426	43,232	17,850	263,383	4,851 10	2,113 75
Dead Tree Point	6	100	1,283	18,215	11	219	26	726	2,133	18,201	.....	.....	1,782 06	574 67
Ikeda Head	34	489	307	4,173	21	732	56	1,101	1,837	12,231	21	398	2,790 77	219 67
Triangle Island	1,517	22,023	9	160	199	4,927	834	5,453	5,813	53,896	15,396	244,890	4,635 38	1,730 50
Point Grey	2,899	41,183	2,621	47,577	111	1,982	574	4,909	9,212	138,872	24	315	3,718 51	1,904 57
Digby Island (Prince Rupert)	1,436	18,506	5,514	141,722	216	4,997	660	10,297	3,196	33,665	2	26	4,262 63	3,694 21
Cape Lazo	581	8,509	358	4,738	102	1,992	33	603	3,670	31,864	10,814	127,022	5,539 56	733 14
Alert Bay	266	4,510	852	11,667	75	1,366	148	1,778	2,149	19,298	40	1,431	3,257 48	703 33
District Office at Victoria, B.C.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,184 73	.....
General Account (including charter of Steamers, Esquimalt, workshop, etc.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,068 66	.....
Total	12,740	177,663	16,490	355,387	1,611	35,953	4,360	46,817	66,598	777,292	55,555	813,219	48,931 02	15,992 70

Total number of messages handled	157,354
Total number of words handled	2,206,331
Total cost of maintenance of stations (including district office, workshop, etc.)	$48,931.02
Total revenue	$15,992.70

TABLE No. 4.—Detailed Statement of Business handled by the Eight Stations on the Great Lakes, owned by the Department of the Naval Service, and operated by the Marconi Wireless Telegraph Company, of Canada, Limited.

Name of Station.	Private Business to and from Ships.		Private Business between Stations.		Business to and from Government Ships.		Government business between Stations.		Service Messages.		Retransmitted Messages.		Cost of Maintenance.	Government percentage of Revenue.
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.		
													$ cts.	$ cts.
Port Arthur	204	3,135	21	279			7	191	1,782	46,302	52	917	3,500 00	5·60
Sault Ste. Marie	483	9,378	19	888	298	9,338	147	4,305	2,259	55,187	733	12,563	3,500 00	14·88
Tobermory	16	181	7	74	18	494	19	249	185	3,179	1,009	21,595	3,500 00	0·34
Midland	102	2,185	14	149	102	2,427	140	3,998	588	13,804	92	1,909	3,500 00	3·31
Point Edward	154	2,686	12	240	19	601	30	945	568	12,905	478	8,469	3,354 17	3·42
*Port Burwell									2	51	2	50	602 15	
*Toronto			2	22	1	23			32	922	3	69	583 33	
*Kingston									1	76			344 41	
Total	959	17,565	75	1,652	438	12,883	343	9,688	5,417	132,426	2,369	45,572	18,884 06	27·55

Total number of messages handled		9,601
Total number of words handled		219,786
General Account	$	63.49
Total cost of maintenance	$	18,947.55
Total Revenue	$	27.55

* Placed in operation January, 1914.

TABLE No. 5.—Detailed Statement of Business handled by the Four Stations on the East Coast owned and operated by the Marconi Wireless Telegraph Company of Canada, Limited, under contract with the Department of the Naval Service.

	Private Business to and from Ships.		Private Business between Stations.		Business to and from Government Ships.		Government business between Stations.		Service Messages.		Retransmitted Messages.		Cost of Maintenance.	Revenue.
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	$ cts.	$ cts.
Sable Island	6,650	72,314	2,810	37,504	342	6,108	1,296	12,373	4,617	79,353				
Camperdown, Halifax	190	2,950	2,910	37,602	362	5,932	1,529	14,933	4,962	79,523				
North Sydney	47	680	24	431	314	7,071	2,784	19,259	1,672	32,590			1,750 00	
Pictou	9	273	1,092	46,103	515	10,321	14	366	374	7,829	37	1,162	1,750 00	
Total	6,896	76,217	6,836	121,640	1,533	29,432	5,623	46,931	11,625	199,295	37	1,162	3,500 00	

Total number of messages handled	32,550
Total number of words handled	474,677
Total cost of maintenance	$3,500 00
Total Revenue	Nil.

TABLE No. 6. Detailed Statement of Business handled by the Eighteen Stations in the Gulf and River St. Lawrence and East Coast, owned by this Department and operated by the Marconi Wireless Telegraph Co. of Canada, Ltd., under contract.

Name of Station.	Private Business to and from Ships.		Private Business. between Stations.		Business to and from Government Ships.		Government business between Stations.		Service Messages.		Retransmitted Messages.		Cost of Maintenance.	Revenue.
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	$ cts.	$ cts.
Cape Sable	2,802	34,175	10	98	250	3,623	233	2,560	2,740	53,527	.....	.....	3,520 00	.....
St. John	30	442	2	15	694	15,318	430	7,518	567	9,509	.....	.....	3,500 00	.....
Cape Race	4,737	65,523	.....	.....	37	643	.....	.....	3,227	48,766	.....	.....	3,500 00	.....
Grindstone Island	3	34	1,630	57,322	43	866	771	3,346	847	8,872	482	7,835	1,200 00	318 42
Cape Bear	11	153	153	2,944	664	15,511	33	552	306	5,680	1,492	51,579	2,500 00	.....
Point Riche	62	829	24	420	258	4,418	15	184	948	13,272	5,866	90,273	3,500 00	.....
Point Amour	52	510	527	8,927	140	2,490	980	7,325	2,283	25,376	3,618	75,326	3,500 00	.....
Belle Isle	273	3,615	130	2,263	410	6,930	1,590	11,589	2,603	32,986	4,416	92,632	4,500 00	.....
Cape Ray	299	4,067	763	11,393	81	1,256	2,721	19,463	4,182	82,423	1,905	26,935	3,500 00	.....
Harrington	2	24	12	172	16	468	253	1,061	380	4,177	5	50	2,500 00	.....
Heath Point	296	3,160	26	713	320	6,170	848	6,417	3,544	37,270	10,146	163,127	3,500 00	.....
Fame Point	243	3,971	762	28,592	136	2,955	4,229	30,677	8,047	154,363	2,491	48,865	3,500 00	.....
Clarke City	96	3,907	2,221	109,166	95	1,928	212	1,811	1,708	21,617	1,822	39,291	3,500 00	.....
Father Point	757	13,706	1,507	63,808	249	6,384	499	4,904	3,153	46,749	195	6,528	3,500 00	.....
Grosse Isle	213	3,930	220	4,016	870	13,975	1,776	34,444	767	15,674	815	12,450	2,500 00	.....
Quebec	328	5,179	250	4,254	594	14,357	1,776	34,444	2,537	28,231	346	4,854	2,500 00	.....
Three Rivers	210	2,299	5	84	247	2,612	95	1,810	330	6,393	1,477	25,230	3,500 00	.....
Montreal	244	3,378	30	444	33	1,116	3	50	879	15,870	.....	.....	3,500 00	.....
Total	10,658	148,902	8,272	294,631	5,137	101,020	16,464	168,155	38,048	600,775	34,476	644,985	57,720 00	$318.42

Total number of messages handled	113,055
Total number of words handled	1,958,368
Total cost of maintenance	$57,720 00
Total Revenue	$ 318.42

EXAMINATIONS FOR CERTIFICATES OF PROFICIENCY IN RADIOTELEGRAPHY.

Under the terms of the licenses issued for the installation and operation of radiotelegraph equipments on board Canadian ships, and in accordance with the provisions of article X of the Regulations annexed to the International Radiotelegraph Convention, radiotelegraph operators must be the holders of a certificate of proficiency in radiotelegraphy.

Examinations are accordingly held from time to time in different parts of the Dominion by the departmental inspectors, when they are making the regular semi-annual inspections of the different stations.

A nominal examination fee of one dollar is charged, and the examination covers the following subjects:—

1. Sending: At a speed of 20 words a minute on a Morse key; maximum marks allowed, 100; minimum required to pass, 100.
2. Receiving: By sound; 20 words a minute in the Continental Morse code; maximum marks allowed, 100; minimum required to pass, 100.
3. Practical: The adjustment of apparatus, location of faults, etc. Maximum marks allowed, 100; minimum required to pass, 75.
4. Technical: Seven questions on the apparatus, principles governing its working and its proper care. Maximum marks allowed, 100; minimum required to pass, 75.
5. Handling of Traffic: Nine questions on the rules governing the method of operation of a station, the checking of messages, etc. Maximum marks allowed, 100; minimum required to pass, 75.
6. Diagram of Connections: The completion of a diagram of connections of the set on which the candidate is being examined. Maximum marks allowed, 100; minimum required to pass, 50.

The detailed list of the subjects covered by the examination is given in the "Regulations" issued under the "Radiotelegraph Act."

Sixty-three candidates were examined during the year, of whom thirty-six were successful and twenty-seven failed.

SUCCESSFUL CANDIDATES for Certificates of Proficiency in Radiotelegraphy.

Number of Certificate.	Date of Certificate.	Name.	Grade of Certificate.	Where Examination held.
1	Mar. 28, 1912	P. VanKoenig	1st Class	Ottawa, Ont.
2	Mar. 8, 1913	S.C. White	"	Victoria, B.C.
3	May 17, 1913	L. R. Johnstone	"	Camperdown, N.S.
4	May 17, 1913	A. H. Inder	"	Camperdown, N.S.
5	May 19, 1913	J. C. Surgey	"	Cape Sable, N.S.
6	May 19, 1913	D. Ross	"	Cape Sable, N.S.
7	May 23, 1913	S. C. Rose	"	Quebec, P.Q.
8	May 23, 1913	J. M. Colton	"	Quebec, P.Q.
9	May 24, 1913	F. C. Allen	"	Three Rivers, P.Q.
10	May 24, 1913	A. E. Argue	"	Montreal, P.Q.
11	May 24, 1913	M. J. King	"	Montreal, P.Q.
12	June 9, 1913	W. J. Whiteside	"	Father Point, P.Q.
13	June 9, 1913	J. E. O. Lemieux	"	Quebec, P.Q.
14	Aug. 18, 1913	H. M. Moffatt	"	North Sydney, C.B.
15	Aug. 18, 1913	E. H. Holderness	"	North Sydney, C.B.
16	Sept. 25, 1913	D. R. P. Coates	"	Ottawa, Ont.
17	Oct. 6, 1913	D. Manson	"	Point Edward, Ont.
18	Oct. 6, 1913	J. C. R. Godwin	"	Point Edward, Ont.
19	Oct. 11, 1913	C. R. Fraser	"	Sault Ste. Marie, Ont.
20	Oct. 11, 1913	C. F. Griffin	"	Sault Ste, Marie. Ont.
21	Oct. 21, 1913	J. H. Bartlett	"	Port Arthur, Ont.
22	Dec. 27, 1913	G. E. Clegg	"	Ottawa, Ont.
23	Feb. 10, 1914	H. W. Tee	"	Victoria, B.C.
24	Feb. 10, 1914	E. J. Myrick	"	St. John, N.B.
25	Feb. 10, 1914	W. R. Peake	"	St. John, N.B.
26	Feb. 16, 1914	F. Oates	"	Halifax, N.S.
27	Feb. 20, 1914	J. Brennan	"	North Sydney, N.S.
50	Feb. 21, 1914	J. M. Wilson	"	Louisburg, C.B.
28	Feb. 24, 1914	G. F. Harris	"	Father Point, P.Q.
29	Feb. 25, 1914	J. A. P. Beaulieu	"	Quebec, P.Q.
30	Feb. 25, 1914	R. G. Newman	"	Quebec, P.Q.
31	Feb. 16, 1914	T. Strickland	"	Halifax, N.S.
32	Feb. 20, 1914	P. M. Stewart	"	N. Sydney, N.S.
33	Feb. 10, 1914	E. Snider	"	St. John, N.B.
34	Feb. 20, 1914	D. V. Dooley	"	N. Sydney, C.B.
35	Mar. 25, 1914	H. W. Dawson	"	Ottawa, Ont.

RECIPROCITY IN OPERATORS' CERTIFICATES.

In order that any certificated operator of British nationality may be permitted to work on board any vessel of British register, irrespective of what part of the Empire she may be registered in, it has been arranged by mutual consent between the Imperial Government and the Colonial Administrations, that the holder of a certificate of proficiency in radiotelegraphy issued by His Majesty's Postmaster General, or by the corresponding Authority in any other part of the Empire, shall be permitted to work the radiotelegraph apparatus on board any British ship, irrespective of the place of her registry. Under this arrangement Canadian operators are now in a position to accept employment as such in any British ship.

NEW CONSTRUCTION, ADDITIONS, AND ALTERATIONS.

EAST COAST.

No construction was undertaken on the east coast during the year.

Quebec.

A suitable site for the proposed enlarged station at Quebec was secured on the Glacis, to the west of the Citadel. The Department of Militia and Defence, which

has the control of this property, granted the necessary permission, but owing to the objections raised to this location by the citizens of Quebec, the work has not been proceeded with.

Montreal.

Negotiations are still in progress for the acquirement of a suitable site for the enlarged station which it is proposed to erect at this point.

GREAT LAKES.

Port Arthur.

Second Mast.—Public tenders were invited for the erection of a second standard 185-foot housing mast, and transfer of the No. 1 mast at this point. The contract was awarded to the Marconi Wireless Telegraph Company of Canada, Limited, Montreal, who submitted the lowest tender of $3,645.

The work was completed, and a new standard T aërial installed and placed in commission by the opening of navigation, 1913.

New Operating-house.—Public tenders were invited for the erection of a type No. 4 brick operating-house, 40 feet by 20 feet, to accommodate a standard duplicate 5½-k.w. set of apparatus. The contract was awarded to Messrs. Pratt & Hanley of Midland, Ont., who submitted the lowest tender of $3,300.

Alterations to Old Operating-house.—The old operating-house was converted into a dwelling-house for the accommodation of the station staff. The inside partitions were rearranged, the second story fitted up for bed-rooms, and a hot-air furnace installed in the basement.

The cost of the above work amounted to $558.

Apparatus.—A complete standard duplicate set of apparatus, consisting of two motor driven 5½-k.w. 240-cycle, synchronous disc transmitters, with all necessary auxiliary apparatus, together with a gasoline engine, to be used as an emergency source of power, and a complete receiving equipment was installed.

The contract for this work was awarded to the Marconi Wireless Telegraph Company of Canada, Limited, for the sum of $6,254.44.

The complete new station was placed in commission on August 25, 1913.

Sault Ste. Marie.

The well, cesspool, and necessary drainage thereto were installed at the Sault Ste. Marie station; the cost of this work amounted to $382.25.

Port Burwell.

New Station.—A complete new station, consisting of a type No. 2 operating-house, 40 feet by 20 feet, two 185-foot housing masts, and a duplicate 10-horsepower 5½-kw. radiotelegraph equipment was established at Port Burwell on lake Erie, during the year at a total cost of $22,490.34.

Public tenders were invited for the erection of the two masts, the operating and the dwelling-house, and the contract was awarded to Messrs. McFarlane, Pratt & Hanley of Toronto, who submitted the lowest tender of $12,650 for this work.

The radiotelegraph equipment consists of two 5½-k.w. 240-cycles, synchronous disc transmitters, with all necessary auxiliary apparatus, each generator being belt-connected to a 10-horsepower Canadian Fairbanks Morse gasoline engine.

The receiving equipment consists of a tuner capable of receiving all wave lengths between 200 and 3,000 metres, and a carborundum crystal detector.

The contract for the installation of the above apparatus was awarded to the Marconi Wireless Telegraph Company of Canada, Limited, for the sum of $7,106.

The station has a normal range of 350 nautical miles over water.

Work was completed, and the station placed in commission in January, 1914.

Toronto Island.

New Station.—An excellent site having been secured on the Marine and Fisheries reserve at Toronto island, a complete new station, consisting of a type No. 3 operating-house, 40 feet by 30 feet, two 185-foot housing masts and a duplicate 10-horsepower 5½-kw. radiotelegraph equipment, was established during the year at a total cost of $22,352.76.

Public tenders were invited for the erection of two masts and the operating and dwelling-houses, and the contract was awarded to Messrs. McFarlane, Pratt & Hanley of Toronto, who submitted the lowest tender of $12,650 for this work.

The radiotelegraph equipment consists of two motor-driven 5½-k.w. 240-cycle, synchronous disc transmitters, with all necessary auxiliary apparatus, together with a gasoline engine to be used as an emergency source of power, and a complete receiving equipment. The contract for the installation of the above apparatus was awarded to the Marconi Wireless Telegraph Company of Canada, Limited, for the sum of $6,964.

Owing to the small elevation of the site above the maximum lake level, it was necessary to commence the foundations practically on the surface, and a large amount of grading was required to protect the foundations and give a finished appearance to the buildings. It is proposed to sod this grading during the coming year.

Work was completed and the station placed in commission in January, 1914.

Kingston.

A suitable site for this station was secured on the Militia and Defence reserve on Barriefield Common, and a complete new station consisting of a type No. 2 operating-house, 40 feet by 20 feet, two 185-foot housing masts and a duplicate 10-horsepower 5½-kw. radiotelegraph equipment, was established during the year, at a total cost of $21,534.28.

Public tenders were invited for the erection of two masts and the operating and dwelling-houses, and the contract was awarded to Messrs. McFarlane, Pratt & Hanley, of Toronto, who submitted the lowest tender of $12,650 for the work.

The radiotelegraph equipment consists of two 5½-k.w. 240-cycle synchronous disc transmitters, with all necessary auxiliary apparatus, each generator being belt connected to a 10-horsepower Canadian Fairbanks Morse gasoline engine.

The receiving equipment consists of a tuner capable of receiving wave lengths between 200 and 3,000 metres, and a carborundum crystal detector.

The contract for the installation of the above apparatus was awarded to the Marconi Wireless Telegraph Company of Canada, Limited, for the sum of $7,106.

The station has a normal range of 350 nautical miles over water.

Work was completed and the station placed in commission in January, 1914.

WEST COAST.

Alert Bay.

The new station at this point, work on which was commenced in 1912, was placed in commission in January, 1913, though the whole of the work, which included the erection of the second mast, was not finally completed until June, 1913.

The station consists of a standard double dwelling-house, a type No. 2 operating-house, two masts, and a duplicate set of apparatus.

The main transmitting apparatus is a 5½-k.w. 240-cycle synchronous disc transmitter, belt-connected to a 10-horsepower Canadian Fairbanks Morse gasoline engine, and the duplicate set is a 2-kw. synchronous disc, 120-cycle transmitter, belt-driven by a 6-horsepower engine. This transmitter was made up in our Esquimalt workshop and has proved extremely efficient and satisfactory.

The proportion of the cost of the above work, charged to the present year, amounts to $3,203.09.

Cape Lazo.

An additional 2 acres of the site were stumped, cleared, and ploughed, and a well was sunk.

The Point Grey windmill was dismantled and re-erected at Cape Lazo, and it is now arranged so as to pump water from a new well into a tank which provides a water supply for the two buildings.

Work has also been commenced on the installation of a septic tank and permanent anchors for a No. 2 mast.

The cost of the above charged to the present year, amounts to $856.70.

Estevan.

A convenient tree, 190 feet high, was limbed and converted into a second mast, which permitted the installation of a standard T aërial.

The old operating-house was thoroughly overhauled and the interior arrangements changed to convert it into a dwelling for the second operators.

A further ground connection was installed in connection with the new operating-house, and showed improvement in the transmitted signals.

The cost of the above work amounted to $403.18.

Gonzales Hill.

Concrete foundations were installed for the disc motors and proved effective in eliminating noise and vibrations. A complete duplicate transmitter, including a new aërial inductance, oscillation transformer and disc discharger was made up and placed in commission.

A further ground connection consisting of one mile of No. 8 galvanized telegraph wire was installed and found to improve the transmitted signals.

The site was cleaned up and the line between the two masts cleared and brushed.

The cost of the above work amounted to $718.28.

Ikeda Head.

Three permanent mast anchors were installed in place of the tree stumps heretofore used.

The cost of the above work is charged to maintenance.

Pachena.

A further ground connection, consisting of 1 mile, No. 8 galvanized telegraph wire was installed, and was found to improve the transmitted signals.

The cost of the above work amounted to $21.57.

Triangle Island.

The operating and dwelling houses were thoroughly overhauled and the roofs re-shingled where damaged in the gales of last winter.

The dwelling-house porch was boarded in, and buttresses on concrete foundations were installed to afford additional protection from the extremely heavy gales which prevail at this point.

The mast and field poles were overhauled and placed in good condition.

A new receiving equipment, consisting of a valve type tuner and crystal detector was installed.

The cost of the above work amounted to $1,482.54.

Point Grey.

The engine-room floor was tiled and some of the material appertaining to two standard masts which will be erected at this station during the coming year was purchased.

The total cost of the above work amounted to $379.30.

At the present time a standing Douglas fir tree is being used as a support for the aërial. In spite of the fact that it is some 12 feet in diameter at the butt, it is becoming seriously affected by dry rot in the centre, and is considered unsafe. As soon as the two new masts are installed, this tree will be taken down.

HUDSON BAY AND STRAITS.

The Department of Railways and Canals have installed a station at Port Nelson, the Bay terminus of the Hudson Bay railway, which communicates with a similar station at Le Pas, Man., the other terminus of that railway, 400 miles distant.

This service provides the only means of communication between Hudson bay and civilization, and has already proved to be of immense utility.

These stations were installed in accordance with plans and specifications drawn up by this branch, the successful tenderers for the masts and apparatus being the Marconi Wireless Telegraph Company of Canada, Limited.

The service was placed in commission in February, 1914, and constant communication has been maintained since that date.

The official acceptance test of the Le Pas equipment has been made by one of our officers, and similar tests will be undertaken in connection with the Port Nelson equipment during the coming summer.

Location of Sites.

The increasing use of Hudson straits as a route of navigation renders the installation of radiotelegraph facilities in that vicinity necessary in the near future.

The strategical points for such stations appear to be as follows:—

(1) A station at the western entrance of Hudson strait, either at cape Wolstenholme, Mansel island or Coats island, to communicate with Port Nelson on the southwest and a station in the vicinity of the middle of the straits to the eastward.

(2) A station near the centre of the straits on Charles island or in the vicinity of Ashe inlet to communicate with station No. 1 to the westward and a station on Button islands to the eastward.

(3) A station on the Button islands, or in the vicinity of cape Chidley to communicate with station No. 2 to the westward and with incoming ships to the eastward.

An engineer was despatched to Hudson strait in the S.S. *Beothic* last summer, and locations in the vicinity of cape Wolstenholme and Ashe inlet were reported on.

A suitable site was located at the latter point, but cape Wolstenholme and Digges island proved to be untenable.

Up to the present no site has been secured for the station which it is proposed to erect in the vicinity of the western end of the strait.

Mansel island would appear to present the best facilities for our purpose, and that island, together with Charles island and the Button islands will be visited and reported on during the coming summer.

In view of the extreme isolation of Hudson straits, it will be well to postpone any definite settlement as to the location of the proposed stations until the position of the lighthouses has been decided on, in order that the stations and lighthouses may be installed close together, their staffs thus providing companionship for one another. The efficiency of a radiotelegraph station, provided a good site is available, is not greatly affected by shifting it 20 miles one way or the other, whereas a lighthouse must be fixed on one special strategical point. In the meantime we are steadily collecting data with reference to all suitable sites in the above-mentioned localities and should be in a position to proceed with work if called on to do so in 1915.

ASSISTANCE RENDERED TO SHIPS DURING THE FISCAL YEAR BY THE GOVERNMENT RADIOTELEGRAPH SERVICE.

West Coast.

S.S. *Spokane.*—On October 3, 1913, at 9.20 p.m., the S.S. *Spokane* stranded 15 miles north of cape Lazo; sent out the distress signal, which was at once answered by cape Lazo; communication was immediately established.

S.S. *Carlos.*—On 4th December, 1913, at 2.55 p.m., the Pachena station received the distress signal from the S.S. *Carlos,* 20 miles south of cape Flattery. The signal was also received by Triangle island, Estevan, and Tatoosh, communication being immediately established with the vessel.

S.S. *Prince Albert.*—On 22nd May, 1913, at 3.55 a.m. the S.S. *Prince Albert* ran ashore in Port Simpson; communication was immediately established with the Digby island (Prince Rupert, B.C.) station.

S.S. *Zapora.*—On 31st May, 1913, at 5.40 p.m. the S.S. *Zapora* ran ashore 8 miles north of Dead Tree point; communication was immediately established with the Digby Island and Dead Tree Point stations.

S.S. *Princess Royal.*—On 4th December, 1913, at 3.05 a.m., the S.S. *Princess Royal* ran ashore in thick fog; communication immediately established with Point Grey.

S.S. *Prince George.*—On 20th December, 1913, at 7.15 p.m., the S.S. *Prince George* ran ashore during thick fog; communication established with Point Grey.

Schooner *Garmes.*—On 14th January, 1914, at 9.40 a.m., the Triangle Island station sighted the schooner *Garmes* dismasted; communication established with tug *Goliath,* which proceeded to disabled vessel, taking it in tow. United States revenue cutter *Snohomish* also advised; she proceeded north and picked up captain and men in small boat.

S.S. *Princess Sophia.*—On 25th January, 1914, at 11.55 p.m., the S.S. *Princess Sophia* ran aground off Mountain point; communication immediately established with the Alert Bay station.

East Coast.

S.S. *Beothic.*—On 23rd July, 1914, the S.S. *Beothic* stranded in the gulf of St. Lawrence; communication was immediately established with the Point Riche station.

S.S. *Volturno.*—On 11th October, 1913, the S.S. *Volturno,* 800 miles east of cape Race, caught fire; communication established between that station and ships in the vicinity of the *Volturno.*

S.S. *Balmes.*—On 13th November, 1913, the S.S. *Balmes,* bound from Havana to Cadiz, caught fire; the S.S. *Panonia* went to her assistance; Cape Race overheard communication in connection with disaster, and reported in accordance with standing instructions.

S.S. *Cobequid.*—On 13th January, 1914, the S.S. *Cobequid* ran aground on the Trinity ledges in the Bay of Fundy, in dense fog. The distress call was sent out and communication immediately established with the Cape Sable station.

S.S. *City of Sydney.*—On 17th March 1914, the S.S. *City of Sydney* ran ashore off cape Sambro. Communication was immediately established with the Camperdown station.

Great Lakes.

During November there occurred one of the worst storms in the history of the Great Lakes. No vessels equipped with radiotelegraph apparatus met with any accident.

Several ships grounded at different points on the Great Lakes during the season, but at no time were any of these vessels in a serious position, and on every occasion communication was immediately established with one or other of the coast stations of the Great Lakes system.

THE RADIOTELEGRAPH ACT (CHAPTER 43, STATUTES 1913).

The Radiotelegraph Act, introduced by the Minister of the Naval Service in the session of 1912-13, finally became law on the 6th of June, 1913. One of its most important sections is No. 4, which provides for the compulsory equipment of radiotelegraph apparatus on board certain vessels, but which did not become effective until January 1, 1914, in order that shipping companies might have ample time to install the necessary equipments. Some forty-one Canadian vessels were affected by this section, most of them being, however, already provided with the necessary apparatus before the Act was introduced.

REGULATIONS ISSUED UNDER THE ACT.

The regulations which will be issued under the Act have been drafted and will be published immediately. They are intended to supplement the provisions of the Act and, in conjunction with it, to provide for an absolute control of all radiotelegraph work in the Dominion.

The regulations dealing with: (1) The classification of ship stations; (2) The operators to be carried; and (3) The watches to be maintained, are of particular interest, and a synopsis of these follows:—

CLASSIFICATION OF SHIPS.

Class 1.

Constant Watch: Two First-class Operators.—1. All "sea-going" passenger vessels with an average speed of 15 knots or more, carrying fifty or more persons, and plying between ports more than 200 miles apart.

2. All "sea-going" passenger vessels with an average speed of 13 knots or more, carrying two hundred or more persons, and plying between ports more than 500 miles apart.

Class 2 (a).

Limited Watch: One First-class and One Second-class or Third-class Operator.—All "sea-going" passenger vessels affected by section 4 of the Radiotelegraph Act which do not come under class 1.

Class 2 (b).

Special Watches as Specified in the Regulations: One First-class Operator.—All passenger vessels affected by section 4 of the Radiotelegraph Act, plying on "coasting voyages" or on the "inland waters" of Canada.

Class 3.

No Fixed Watch: One First or One Second-class Operator.—All vessels not affected by section 4 of the Radiotelegraph Act, but which have been voluntarily equipped with radiotelegraph apparatus.

ENFORCEMENT OF SECTION IV.

Arrangements have been made with the Department of Customs to have their collectors at the different ports act as agents of the department for the enforcement of the provisions of this section. They will ascertain whether vessels affected thereby are provided with the necessary apparatus and operators called for, and will notify the Deputy Minister of the Naval Service in case of any violation. A circular (H.Q. No. 2) has been issued for their guidance in this respect.

The regular inspection of ship equipments will be conducted, as heretofore, by the technical officers of this branch, who, when such sets are found to comply with the terms of the license issued therefor, will issue an "inspection certificate" certifying that the installation is satisfactory.

In the absence of any reason to believe otherwise, Collectors of Customs will accept this inspection certificate as proof that the vessel is complying with the Radiotelegraph Act.

INTERNATIONAL CONFERENCE FOR THE SAFETY OF HUMAN LIVES AT SEA.

In December, 1913, an International Conference was held in London, England, to consider the establishment and enforcement of uniform regulations for the proper safeguarding of human lives at sea, to which representatives of all the leading countries of the world were invited, Alexander Johnston, Esq., Deputy Minister of Department of Marine and Fisheries representing the Dominion of Canada.

Many and varied questions and means were discussed at this conference, and as radiotelegraphy naturally plays a very important part in connection with the safeguarding of lives at sea, it was given very careful consideration.

After a very full discussion the Convention was finally signed in January, 1914, by the following Powers: Great Britain, Canada, Australia, New Zealand, Belgium, Denmark, France, Spain, Holland, Russia ,Sweden, Germany, Austria, United States of America, Italy, and Norway.

Section 4 of the Convention deals exclusively with radiotelegraphy, and a synopsis of its provisions follows:—

Compulsory Equipment of Certain Vessels with Radiotelegraph Apparatus.

Every vessel carrying fifty or more persons must (unless specifically exempted under the conditions set out below) carry a radiotelegraph installation. Any Administration may, however, at its discretion authorize the following exceptions:—

(1) Ships plying on voyages which do not take them more than 150 miles from the shore.

(2) Ships on which the number of persons is temporarily increased beyond fifty persons by reasons of exceptional circumstances.

(3) Ships of primitive build on which it would be practically impossible to install an equipment.

Watches.

The classification of the vessel determines the watches which must be maintained at the station on board her, as follows:—

Class I: Constant Watch.—All vessels carrying twenty-five passengers or more must maintain a constant watch,

(I) if they have an average speed of more than 15 knots;

(II) if they have an average speed of more than 13 knots, have more than two hundred persons on board and ply between ports more than 500 miles apart.

Class II: Limited Watch.—Vessels carrying twenty-five passengers, which are not already covered by Class I, must maintain a constant watch for seven hours each day and for the first ten minutes of every other hour of the day.

Class III: No Fixed Watch.—Vessels not covered by classes I and II are not required to maintain any regular watch.

The provisions of classes I and II come into effect within one year, and those of class III within two years, after the date the Convention was signed.

General.

The main and emergency equipments are to be as called for under the International Radiotelegraph Convention of 1912.

Rules are included for the guidance of the captain of a vessel which receives a call of distress.

Provision is made for the reporting and dissemination of information regarding ice, derelicts, and other menaces to navigation; in this connection it might be remarked that our Cape Race station occupies a strategical point, on the North Atlantic, and will probably prove to be the chief bureau for the exchange of such information.

The provisions of the sections of the Convention, dealing with the compulsory installation of radiotelegraph apparatus on board certain ships, do not coincide with those of the corresponding section of the Canadian Radiotelegraph Act (section 4); the latter does not affect vessels which are not licensed to carry passengers, so that, before the terms of the Convention can be put into force in the Dominion in their entirety, it will be necessary to amend the above-mentioned section of our Radiotelegraph Act to cover all classes of vessels, *i.e.*, passengers and others.

PERSONNEL.

The personnel of the radiotelegraph service in the Dominion is as follows:—

—		Commercial ship and land stations.	East Coast and Great Lakes.	West Coast.	Government ships.
Engineers and officers in charge		63	32	12	21
Operators		13	68	20	—
Other employees		50	—	8	—
Executive officials and Inspectors	9				
	9	126	100	40	21

Total of personnel.....296.

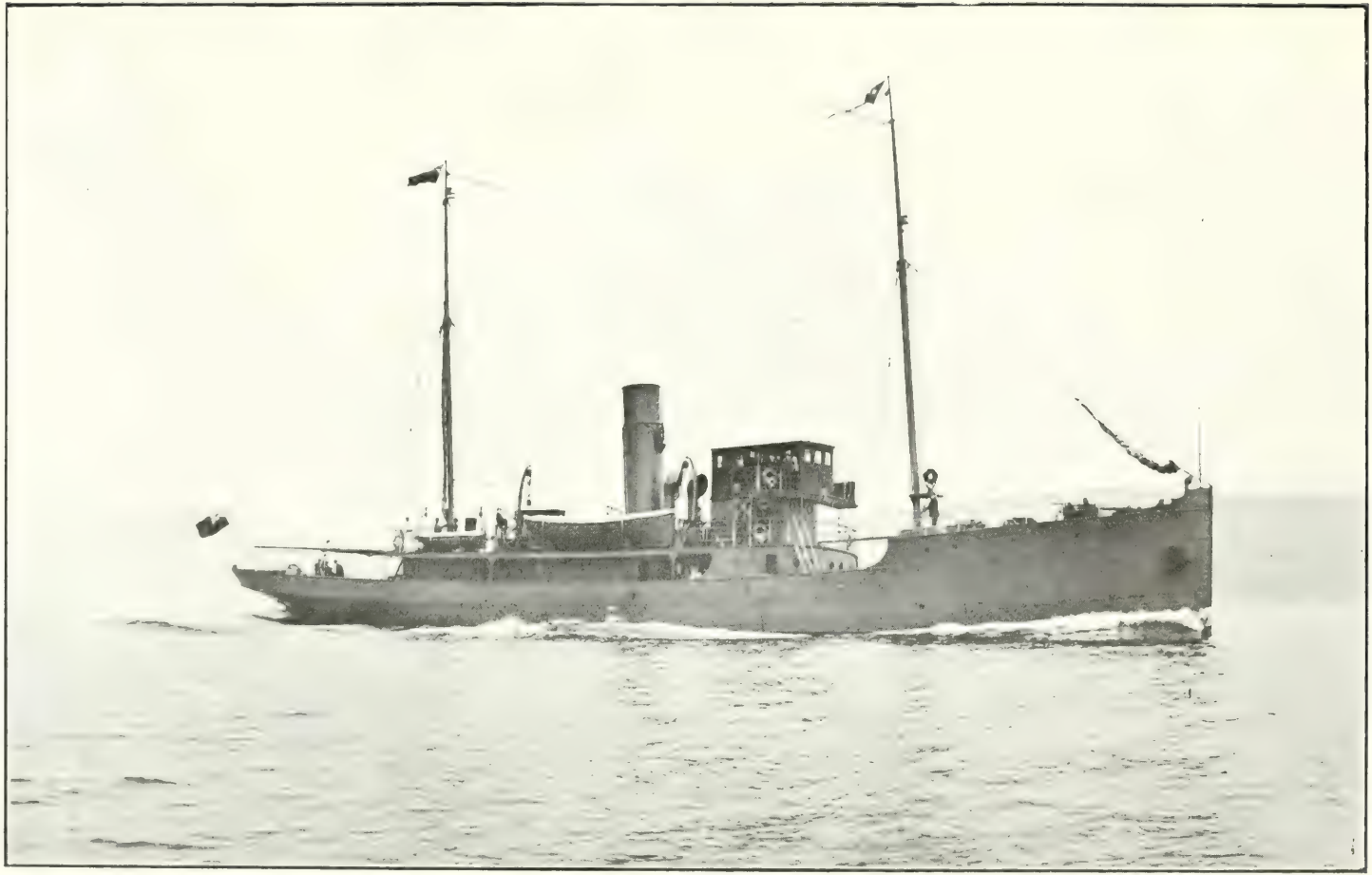
STAFF.

As regards the staff directly in the employ of this department at Headquarters, at the British Columbia coast stations, and on board departmental ships, I am pleased to to report that they show great interest in their work and have carried out their duties in a satisfactory and efficient manner. Great praise is due the West Coast staff who have handled a large amount of business, and in particular, to the District Superintendent and the Officers in charge who, through their personal efforts, have contributed to the large increase in revenue during the year.

I have the honour to be, sir,
Your obedient servant,

C. P. EDWARDS,
General Superintendent Government Radiotelegraph Service.

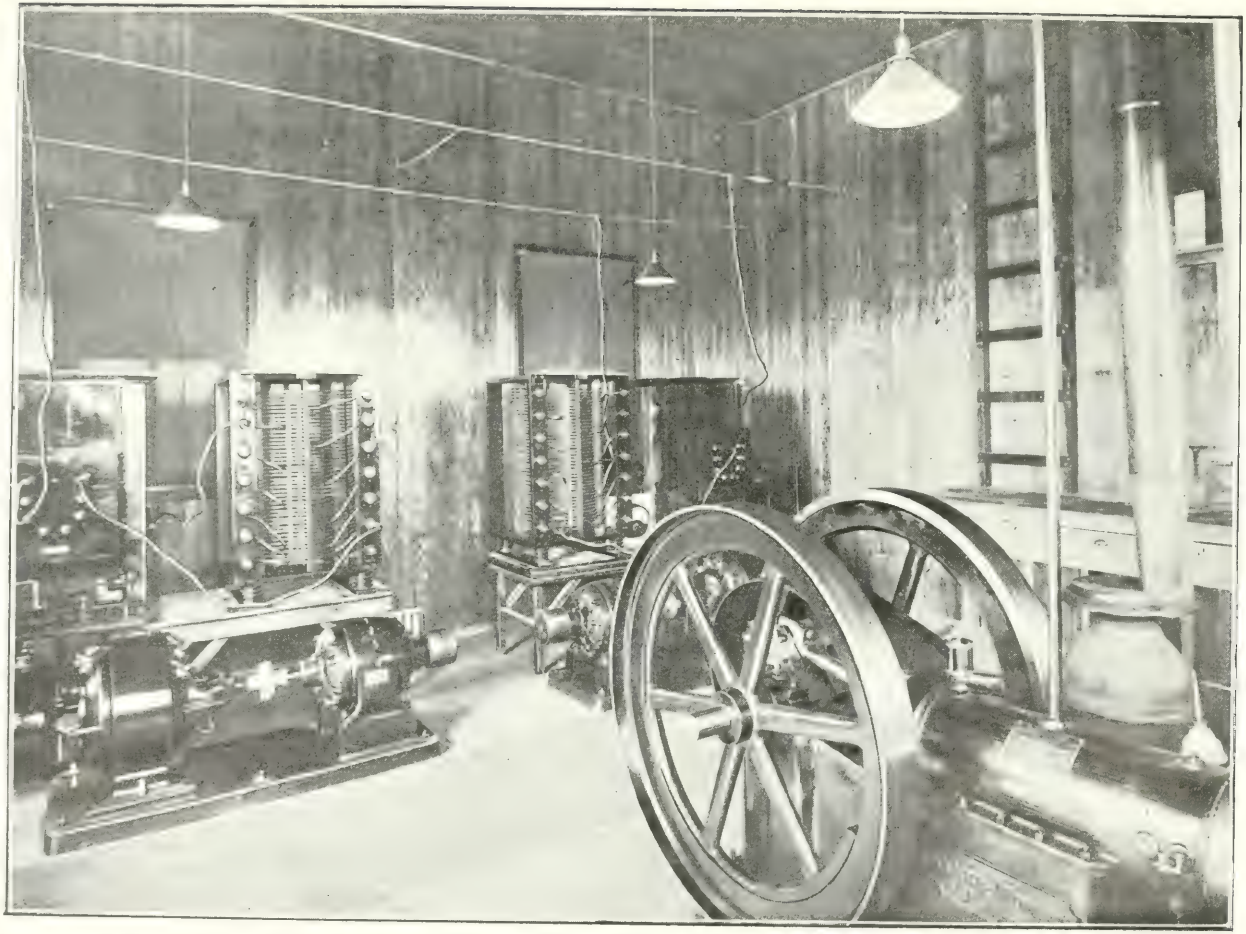
C. G. S. "ACADIA."



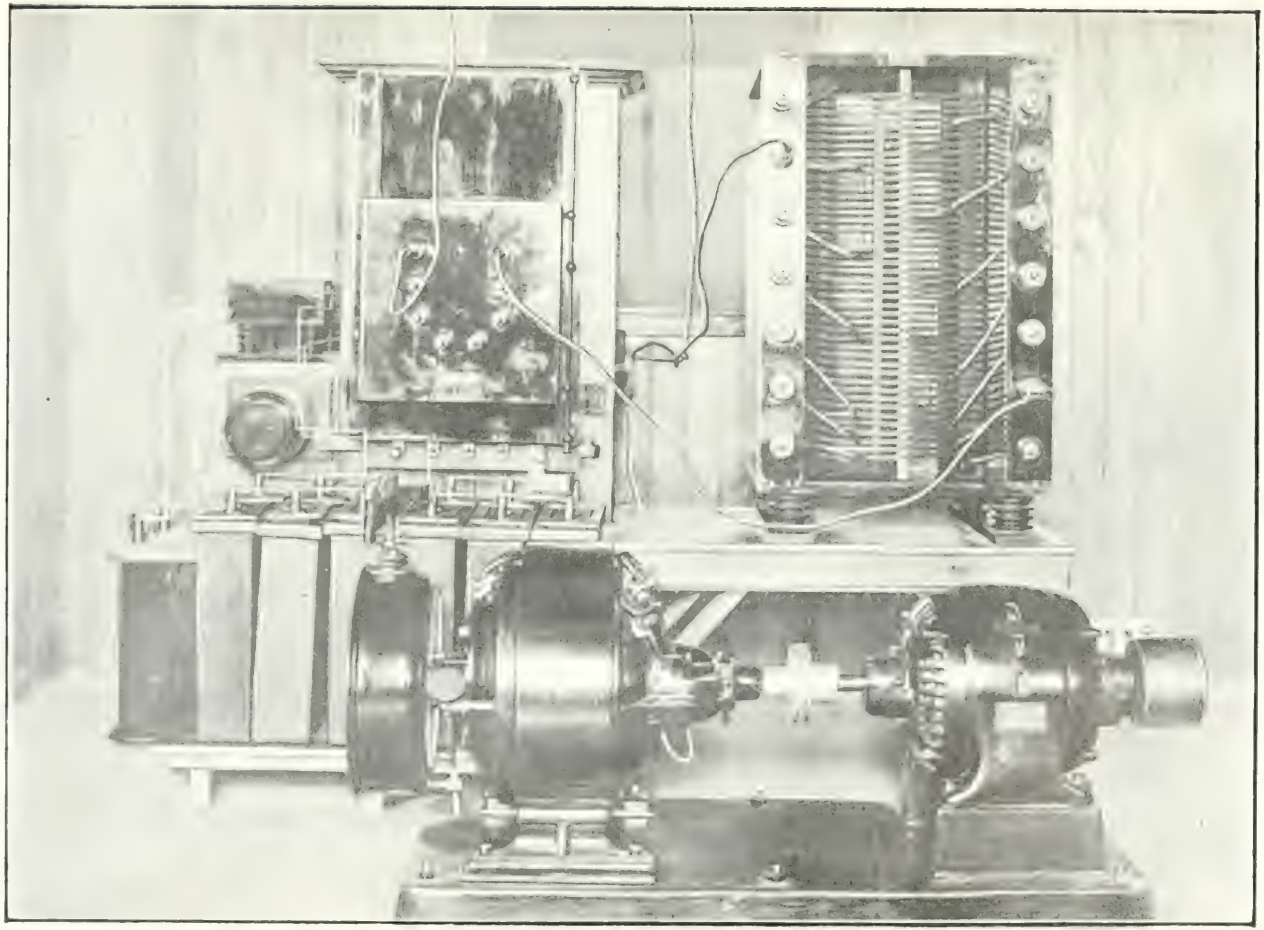
C. G. S. "MALASPINA."

Type No. 3. Operating house of a modern Radiotelegraph Station. (Canadian Government Station at Port Arthur, Ontario.)

View of a modern Radiotelegraph Station. [The Canadian Government Station at Port Arthur, Ontario.]

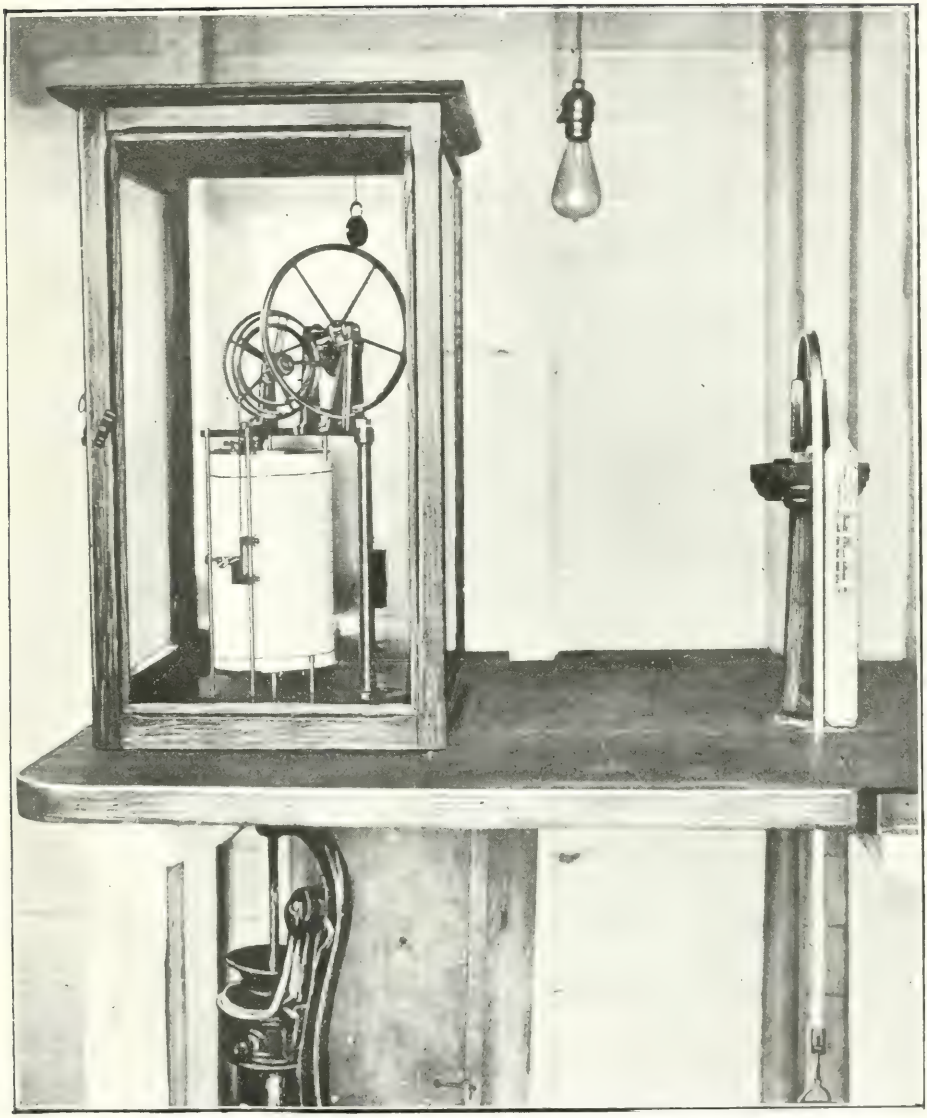


The engineroom and generators of a modern Radiograph Station. (Canadian Government Station at Port Arthur, Ontario.)



Complete transmitting apparatus at Poulsen Radiotelegraph Station. (The Canadian Government Station at Port Arthur, Ontario.)

The interior of a modern Radiotelegraph Station. (The Canadian Government Station at Port Arthur, Ontario.)



THE TIDE RECORDING INSTRUMENT.

The instrument by which the tide curves are recorded, and the sight gauge by which the tide levels are obtained. At Charlottetown, P.E.I., a principal tide station.

Gov. Doc.
Can.

Author Canada. Parliament.

Title Sessional papers. Vol. 50 26, 1915.

University of Toronto
Library

DO NOT
REMOVE
THE
CARD
FROM
THIS
POCKET

Acme Library Card Pocket
Under Pat. "Ref. Index File"
Made by LIBRARY BUREAU